

Tenth Series, Vol. II, No. 12

Thursday, July 25, 1991
Sravana 3, 1913 (Saka)

LOK SABHA DEBATES (English Version)

**First Session
(Tenth Lok Sabha)**



(Vol. II contains Nos. 11 to 20)

**LOK SABHA SECRETARIAT
NEW DELHI**

Price: Rs. 6.00

**[ORIGINAL ENGLISH-PROCEEDINGS INCLUDED IN ENGLISH VERSION AND
ORIGINAL HINDI PROCEEDINGS INCLUDED IN HINDI VERSION WILL BE
TREATED AS AUTHORITATIVE AND NOT THE TRANSLATION THEREOF.]**

CONTENTS

Tenth Series, Vol. II, First Session, 1991/1913 (Saka)

No. 12, Thursday, July 25, 1991/Sravana 3, 1913 (Saka)

	COLUMNS
Oral Answers to Questions :	1—36
*Starred Question Nos. 142 to 148	
Written Answers to Questions :	36—197
Starred Question Nos. 149 to 162	36—50
Unstarred Question Nos. 543 to 639	50—197
Announcement by the Chair	220
Re. Discussion on Shanmugam's Case	
Papers Laid on the Table	221—224
Code of Criminal Procedure (Amendment) Bill— <i>Introduced</i>	224
Statement by Minister	225
Re. Code of Criminal Procedure (Amendment) Ordinance, 1991— <i>Laid</i>	
Matters Under Rule 377	225—229
(i) Need to provide more train facilities to the commuters travelling between Sonipat and Delhi	225
Shri Dharam Pal Singh Malik	
(ii) Need to provide adequate funds for early completion of Trichur - Guruvayoor railway line	226
Shri P. C. Chacko	
(iii) Need for adequate central investment for the develop- ment of Kerala	226
Prof. Savithri Lakshmanan	
(iv) Need to declare Uttar Pradesh as 'drought affected state'	227
Shri Bhagwan Shankar Rawat	

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

(v) Need to ensure adequate supply of electricity, water and diesel to cope with the drought situation in Eastern Uttar Pradesh Shri Hari Kewal Prasad	228
(vi) Need to name Tuticorin airport after the name of M.G.R. Shri M. R. Janarthanan	228
(vii) Need to set up Doordarshan and Akashvani centres in Santhal Pargana, Bihar Shri Suraj Mandal	229
Railway Budget, 1991-92—General Discussion and	229—346
Demands for Grants (Railways), 1991-92	
Shri Udaisingh Rao Gaikwad	229—231
Shri Kashiram Rana	232—237
Shri Sunil Dutt	237—240
Shri V. N. Sharma	240—244
Shri Yellaiah Nandi	244—248
Shri N. Dennis	248—252
Shri Rajnath Sonkar Shastri	253—258
Shri Basu Deb Acharia	258—265
Shri D. D. Khanoria	265—267
Shri Pala K. M. Mathew	267—271
Shri Chiranji Lal Sharma	271—278
Shri H. D. Devegowda	279—281
Shri Amar Roypradhan	282—285
Shri Somnath Chatterjee	285—287
Shri Anbarasu Era	287—292
Shri Kabindra Purkayasth	292—294
Shri Yaima Singh Yumaam	294—296
Shri Sudhir Sawant	296—298

	COLUMNS
Shri Ankushrao Raosaheb Tope	298—301
Shri Moreshwar Save	301—303
Kumari Frida Topno	303—304
Shri Sripal Singh Yadav	304—305
Shri Ramashray Prasad Singh	305—307
Shri C. K. Jaffer Sharief	308—340
Appropriation (Railways) No. 3 Bill	345— 348
Motion to introduce	
Shri C. K. Jaffer Sharief	345
Motion to consider	346—347
Shri C. K. Jaffer Sharief	
Clauses 2, 3 and 1	347
Motion to Pass	348
Shri C. K. Jaffer Sharief	

LOK SABHA DEBATES

LOK SABHA

[Translation]

Thursday, July 25, 1991 / *Sravana* 3.
1913 (*Saka*)

*The Lok Sabha met at Eleven of
the Clock*

[MR. SPEAKER *in the Chair.*]

ORAL ANSWERS TO QUESTIONS

[Translation]

Narmada Sagar Project

*142. DR. LAXMI NARAYAN
PANDEYA:

SHRI SUSHIL CHANDRA
VERMA

Will the Minister of WATER RE-SOURCES be pleased to state:

(a) the initial estimated cost and the present estimated cost of the Narmada Sagar Project;

(b) whether the World Bank has agreed to provide financial assistance for the above project;

(c) if so, the details thereof; and

(d) the details of funds provided to Madhya Pradesh during 1989-90 and 1990-91 for the purpose.

[English]

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) The estimated cost of Narmada Sagar Project in 1982 was Rs. 920.91 crores and the present estimated cost of the project is Rs. 1993.67 crores.

(b) No, Sir.

(c) & (d) Do not arise.

DR. LAXMI NARAYAN PANDEYA: Mr. Speaker, Sir, a very important question has arisen. I am astonished to see that the reply given by the hon. Minister is not correct, because the World Bank Team had inspected the site a number of times and had agreed to provide full financial assistance for it. Yet the reply given by the hon. Minister, "No, Sir". I would like to know the reasons why the World Bank expressed their unwillingness to provide financial assistance?

SHRI VIDYACHARAN SHUKLA: Mr. Speaker, Sir, some international organisations and some national organisations had raised some objections from environmental angles. Thereupon the World Bank decided to depute its independent expert to examine all these issues. No World Bank assistance would be available for this project till the examination is over. The work relating to this examination is likely to begin soon. We have been told that the question relating to quantum of assistance or whether assistance is to be given or not would be decided only after the examination is completed.

DR. LAXMI NARAYAN PANDEYA: Mr. Speaker, Sir, I would like to know the time by which the expert is expected to come and also the time by which the work relating to the examination would be completed. The project was originally scheduled to be completed in 10 years, but it has not been completed even after so many years. Won't this examination cause unexpected delay? When will this examination be completed and whether this work relating to examination would be completed and its report received during this year?

SHRI VIDYACHARAN SHUKLA: Mr. Speaker, Sir, the examination has not yet started. I think this work will start next month or even before that. We shall request the World Bank to complete the examination as early as possible.

DR. LAXMI NARAYAN PANDEYA: Mr. Speaker, Sir, my question has not been replied. This project was scheduled to be completed in 10 years. I want to know the reasons for the delay in its execution? Will the objections raised by environmental experts cause further delay?

SHRI VIDYACHARAN SHUKLA: Sir, in reply to the main question of the hon. Member, I had given the reasons for non-completion of the project in 10 years. It will be our endeavour to see that the examination of the project is completed by the World Bank as early as possible so and that the project work could be started.

SHRI SUSHIL CHANDRA VERMA: Mr. Speaker, Sir, it is not correct to say that the World Bank has not agreed to provide financial assistance, I had myself been the chairman of the Narmada River Development Authority and I know that the appraisal team of the World Bank had come and they had said that they would be giving 400 million dollars. But I do not know why did the World Bank retrace its steps in the meantime. I would request the hon. Minister to take up the matter with the World Bank so that we could get financial assistance. My second supplementary question is important. It is stated in the reply that the project cost which was originally estimated at Rs. 900 crores has now gone up to Rs. 1993 crores. When the appraisal team of the World Bank came here, they assured that 400 million dollars would be given. At that time this proposal came up for environmental clearance. They took three years and the estimated cost escalated to Rs. 1993 crore in the meantime. I would like to know whether responsibility would be fixed in order to know as

to how much loss Madhya Pradesh as also the country had to suffer on this account. Being a bureaucrat myself, I dare say that the person who raised these objections has become the Chief Election Commissioner today and the country had to suffer heavily due to the hindrance created by him.

SHRI VIDYACHARAN SHUKLA: Mr. Speaker, Sir, it is correct that there has been a delay in it and there were various reasons for this delay. Environmental clearance is one of them. The hon. Member knows that this is a very complex matter. It is beyond our control to overlook the environmental aspect. Had it been confined to us to decide, we would have taken a decision. When the matter came before the officials of the World Bank, they assured to give assistance but they said that they would have to examine the project independently. We requested them to complete this work as early as possible so that there was no further delay.

[English]

SHRI DIGVIJAYA SINGH: Sir, I would like to point out, and the Hon. Minister also knows, the condition of Madhya Pradesh. The Rajasthan Canal has been considered as a national project and looking to the financial condition of the State of Rajasthan the Government of India...

MR. SPEAKER: It is not related to the main question.

SHRI DIGVIJAYA SINGH: Yes, Sir, it is related. The Government of India has provided funds for the Rajasthan Canal. Through you I would like to ask.....

MR. SPEAKER: Rajasthan Canal does not start from Narmada Sagar.

SHRI DIGVIJAYA SINGH: Sir, I would like to know whether the Government will consider taking up the Narmada Sagar Project as a national project and provide money from the Government of India fund for this project.

SHRI VIDYACHARAN SHUKLA: Narmada Sagar Project is also a national project.

SHRI DIGVIJAYA SINGH: My question was: would you consider paying for this project out of the Government of India Consolidated Fund.

SHRI VIDYACHARAN SHUKLA: Narmada Sagar project and Sardar Sarovar Project are national projects and we attach highest importance to these projects. Therefore, we are anxious that the World Bank help that is to come for this project comes without delay.

As far as its comparison with the Rajasthan Canal is concerned, it is not relevant as you have already held but we will do our best to expedite this project.

[Translation]

SHRI HARIN PATHAK: Mr. Speaker, Sir, the hon. Minister has paid that Narmada Sagar Project is a national project. It concerns crores of people of Gujarat, Rajasthan, Madhya Pradesh and Maharashtra. In February 1986, the then Minister of Water Resources had said that the Centre would formulate a policy under which irrigation projects of national importance would be provided financial assistance. I want to know whether any such policy was formulated and if so, the quantum of financial assistance provided to Gujarat under this policy?

SHRI VIDYACHARAN SHUKLA: Mr. Speaker, Sir, questions concerning policy matters are not answered during question hour. Since you have allowed the hon. Member to ask the question, I would say that we have decided to provide as much assistance as possible. There is no out in the assistance from our side nor there is any dispute. Financial assistance for this project would be given to Madhya Pradesh which is executing this project and not to Gujarat as has

been stated by the hon. Member. There is neither any dispute nor any question mark over granting assistance from the Centre. Whatever dispute is there, it is from the World Bank side.

SHRI HARI KISHORE SINGH: The question is very basic. Agitation regarding environment has caused delay in the Narmada Sagar Project and the result is that assistance from the World Bank is not being received. This is despite our Government's surrender before the I.M.F. I want to know whether government is capable of executing such projects all by itself in view of the atmosphere that has been created all over the world due to the agitation for the protection of environment? If not, the nation must be told in clear terms as to what is the policy of the Government in respect of the money that has been spent so far?

[English]

MR. SPEAKER: Will it be done without the assistance of the World Bank?

[Translation]

SHRI VIDYACHARAN SHUKLA: The hon. Member has termed it as surrender. There is no question of surrender. This is true that the delay being caused right now is due to the agitation that is going on in the country for the protection of environment. It is not due to the agitations going on in other parts of the world that this delay is being caused. Therefore, the Centre would take a decision on this project of national importance after considering the matter from the national angle.

SHRI ANNA JOSHI: How could the Minister give assurance for reconsideration when the Tribunal had given its award with regard to the height of the Narmada Sagar Dam?

SHRI VIDYACHARAN SHUKLA: I have said nothing in this regard.

[English]

Indians in Hong Kong

143. SHRI ATAL BIHARI
VAJPAYEE:

SHRI LAL K. ADVANI:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether a large number of persons of Indian origin now living in Hong Kong are likely to become Stateless when Hong Kong, now a British colony, reverts to China in 1997;

(b) if so, the number of such Indians likely to be affected;

(c) the present status of such persons with regard to their nationality/citizenship;

(d) the action proposed to be taken by the Government of India to prevent such persons becoming Stateless;

(e) whether the matter was taken up by the Government with the Government of U.K.; and

(f) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI MADHAVSINH SOLANKI) (a) to (f) A Statement is laid on the Table of the House.

STATEMENT

(a) to (c) There are about 5000 persons of Indian origin in Hong Kong who hold either British Dependent Territories Citizenship (BDTC) or British National (Overseas) (BN(O)) Passports, issued by the British Government. These persons are part of a group of approximately 3.25 million persons with similar status (British Dependent Territory Citizenship/British National (Overseas)) in Hong Kong. The holders of these documents are not entitled to the automatic right of abode in the United Kingdom. This category of persons is however, expected to qualify for con-

tinued abode in Hong Kong after the territory reverts to Chinese sovereignty in 1997.

(d) to (f) The matter has been raised with the British Government. It has been the consistent position of the Government of India that the British Government has basic responsibility towards this group of persons and that it should take necessary steps to safeguard the status of these persons as British citizens.

[Translation]

SHRI ATAL BIHARI VAJPAYEE: From the statement that has been laid on the Table of the House, it is clear that the British government has decided not to grant citizenship to the Indians settled in Hong Kong who are entitled to British Citizenship. The attitude of the British government is wrong and is based on apartheid. We must raise this matter on the international fora. After 1997 when Hong Kong reverts to China, thousands of Indians settled there will become stateless. Will the government consider giving them dual citizenship by amending the constitution? Has this matter been considered or has it been decided to leave these Indian to their fate?

SHRI MADHAVSINH SOLANKI: Mr. Speaker, Sir, the persons of Indian origin settled in Hong Kong hold British Dependent Territory Citizenship Passports. According to the agreement British Government reached with the Chinese Government in 1984, the persons of Indian Origin were told that Hong Kong would lose its status of Independent Territory in 1997 and the entire territory of Hong Kong would revert to China. A new order, namely, Hong Kong British Nationality order has been issued by the British Government to safeguard the status of the citizens who are living in Hong Kong at present under which the persons of Indian Origin settled in Hong Kong have been advised that those holding British Dependent Territory

Citizenship Passport should now acquire British National Overseas Passport. They have also fixed the deadline for this purpose saying that such passport should be acquired by 30th June, 1997. Those who acquire this passport would be treated as British National Overseas. According to the agreement reached between the British Government and Chinese government the Chinese government has made it clear that those citizens who hold the British National Overseas Passport or those who satisfy the condition of seven years continuous stay would only be entitled to live in Hong Kong.

[*English*]

May I read out the exact words? It reads as follows:

"The Chinese Government's point of view was that Indians, whether holding Indian passports or British passports or BDTC/BN(O) passports can continue to live and work in Hong Kong if they satisfied the condition of seven years continuous stay in the territory which enables them to qualify for permanent residence in Hong Kong."

[*Translation*]

SHRI ATAL BIHARI VAJ-PAYEE: Whatever the honourable Minister has said confirms my contention that the Indians living in Hong Kong have the right of acquiring British citizenship, holding of British passport and they are being treated as a separate category on the considerations of racial discrimination. Why should there be a mention of status? I would like to know why the Government has decided to take up this issue at the international fora. I had asked about dual citizenship, but the Minister is silent on this point. His silence should not be so explicit.

SHRI MADHAVSINH SOLAN-KI: Honourable Speaker, Sir, I have given a statement about the condition of British Indian citizens in Hong Kong. The suggestion of dual pass-

port system has also been given. It is a different issue and is under consideration. No decision has been yet taken on this issue, but Shri Atalji has said that the Indians living there have got the right of British citizenship. It is not accepted by the British Government.

[*English*]

They refused to give British citizenship to these people; they only give them status; and for that, they issued them passports.

SHRI ATAL BIHARI VAJ-PAYEE: Does the hon. Minister agree with my view that the attitude of the British Government is that of racial discrimination?

SHRI SAIFUDDIN CHOUDHURY: There is no doubt about it.

SHRI ATAL BIHARI VAJ-PAYEE: Let him say so.

SHRI MADHAVSINH SOLAN-KI: The Government have time and again represented to the British Government saying that these people are your citizens and you must take care of those citizens and protect their rights. We have several times represented to them. May I read out the reply which has come from them? It reads as follows:

"The granting of British citizenship would not be justified. It was stated that we are satisfied that we shall be able to meet the need of these citizens, their children and their grand-children for a accepted citizenship status and for a place to call their home."

They are prepared to give them status but not citizenship.

SHRI ATAL BIHARI VAJ-PAYEE: Why?

SHRI MADHAVSINH SOLAN-KI: That is what we are discussing with them. We have told them to give it to them, but, they have not so far agreed.

SHRI LAL K. ADVANI: Mr. Speaker, Sir, we have a lot of things to say about the British Government. But even the answer given by the Government of India in the House seems to reconcile with the fact that as if it was justified for them to give them just a right of abode. The answer reads as follows:

"The holders of these documents are not entitled to the automatic right of abode in the United Kingdom. This category of persons is, however, expected to qualify ...for continued abode in Hong Kong after the territory reverts to Chinese sovereignty in 1997."

The issue in this is that the moment they become Stateless—they will become Stateless; this is, in fact, confirmed by the reply—even if they are granted the right of abode in Hong Kong, they will be second class citizens there. This is the issue. These 6000 or 5000 Indians—according to the answer, it is 5000; according to the Press report, it was 6000—will become second class citizens in Hong Kong which they have even themselves built up. It has become one of the biggest financial centres in the world and these Indians have contributed a lot. It is the responsibility of our Government to see that they do not become second class citizens there and I understand that the High Commissioner there had stated that we are seriously considering it. This is a very crucial thing which the Government must attend to and that too not only in the context of Hong Kong but in respect of all Indians overseas. Is the Government willing to consider the possibility of getting dual citizenship for Indians abroad on the basis of reciprocity with those countries?

SHRI MADHAVSINH SOLAN-KI: I have just now said that the matter is under consideration. No decision has yet been taken. But as regards the stateless citizens, normally those persons who do not possess any travel documents or who have no

right to abode are considered to be stateless. Here in this case, in Hong Kong, they are given passports by the British and the Chinese Government are accepting them on the basis of seven years' stay that is, continuous stay in Hong Kong, with a right to abode and their right to work also.

SHRI MANORANJAN BHAKTA: This is a very serious problem that Indians are facing in that part of the world. Though I know fully well that there are many people who migrated from East Pakistan and were subsequently rehabilitated under the rehabilitation scheme by the Government, they were also not given the citizenship till now. But I am not raising that question now, but my question is limited to the point of view whether the Minister of External Affairs is fully aware that those Indian citizens in Hong Kong time and again represented to the Government of India to provide land, particularly in the Andaman and Nicobar Islands to have a free port which could solve their problems?

I would like to know from the hon. Minister whether he is having any information in this context and what the Government is going to do with such a problem.

SHRI MADHAVSINH SOLAN-KI: That suggestion had come to Government for development of Andaman and Nicobar Islands as a free port but the Government have considered it not to be feasible.

SHRI MANORANJAN BHAKTA: Now there is a committee which has given its opinion also.

SHRI CHANDRA JEET YADAV: Although I know that these Indians who are there number about five to six thousand, but now there are about 3.2 million who are in the same category. Firstly, is there any discrimination between Indians and the rest of

the people who are living in Hong Kong in the same category? Secondly, has the Government of India got any representation from the citizens of Indian origin and what is their stand? Have they represented to the Government of India for any consideration?

SHRI MADHAVSINH SOLANKI: There are several million people in Hong Kong but most of them, or a majority, are of Chinese origin and they would have got Chinese citizenship. This question is about those who are holding British Dependent Territories Passports and most of the Indians are covered in that category. They are given an option to have a British National Overseas Passport and I have given the date, up to 1997. So, they would be given the status of citizens, British citizens and if the agreement between Britain and China is accepted they are ready to stay in Hong Kong.

SHRI CHANDRA JEET YADAV: I asked whether the Government has received any representation from the citizens of Indian origin and in it, what do they want really?

SHRI MADHAVSINH SOLANKI: Actually several representations have been received, a number of times, by the Government of India and that is why the Government of India had discussions both with the British Government on the one hand and the Chinese on the other and the views finally arrived at have been conveyed recently. Just now I said that the British Government is of the view that they could not be given British citizenship. They have given them passports.

SHRI CHANDRA JEET YADAV: Have you finally accepted that?

SHRI MADHAVSINH SOLANKI: The discussions are still continuing.

SHRI RAMESH CHENNIHALA: Sir, the stand of the British Government is very clear from the reply of the hon. Minister. I would like to know from the hon. Minister whether the Government will take up this issue in the international fora.

MR. SPEAKER: It has already been taken up.

SHRI RAMESH CHENNIHALA: It was not answered by the Minister.

MR. SPEAKER: He has already said that. Mr. Minister, are you going to take it up with the British Government?

SHRI MADHAVSINH SOLANKI: We are continuing the dialogue.

Linkage of Major Rivers

144. **SHRI RAJNATH SONKAR SHASTRI:** Will the Minister of WATER RESOURCES be pleased to refer to the reply given to Unstarred Question No. 958 on February 28, 1991 and state:

(a) whether the National Water Development Agency has since carried out the studies on linking of major rivers for development of the country's water resources;

(b) if so, the details thereof and the follow-up action taken thereon; and

(c) if not, the reasons for the delay and the steps taken to expedite the matter?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) to (c) A statement is laid on the table of the House.

STATEMENT

(a) to (c) The National Water Development Agency was set up in 1982 to undertake studies on 17 water transfer links as envisaged in the Peninsular Rivers Development Component of the National Perspectives for water resources development of the country. As programmed, the Agency completed preliminary feasi-

bility reports on 5 water transfer links by the end of Seventh Plan (1989-90). The Agency has completed during 1990-91 studies on 2 more such links and is likely to complete the studies on the remaining links by 1994-95. The water transfer links for which preliminary feasibility reports have been prepared are as under:

1. Mahanadi—Godavari (Dowaliswaram).
2. Godavari (Polavaram)—Krishna (Vijayawada).
3. Par—Tapi.
4. West flowing rivers of Kerala—Vaigai.
5. Ken—Betwa.
6. Godavari (Inchampalli)—Krishna (Pulichintala).
7. Parbati—Kalisindh—Chambal.

The preliminary feasibility reports of these 7 links have been forwarded to the concerned State Governments for their comments.

Details of various studies carried out so far by the Agency are given in Annexure. The programme of the Agency is being carried on, as scheduled, and there is no delay.

ANNEXURE

Details of Studies Carried out by National Water Development Agency

Sl. No.	Item	Unit	Total Work assessed	Work done upto 3/90 end of the VII Plan	Work programme/ progress for 1991-92		Targets for 1991-92
					Target	Achievement	
1	2	3	4	5	6	7	8
<i>Peninsular Component</i>							
1.	Collection of data of basins.	Nos.	137	137	Work Completed		
2.	Water Balance Studies						
	(a) Sub-basin	Nos.	137	85	15	18	} 23
	(b) Identified diversion points.	Nos.	49	21	8	9	
3.	Studies of Identified storages.	Nos.	58	45	5	6	5

1	2	3	4	5	6	7	8
4.	Toposheet Studies of Links including identification of command area enroute.	Nos.	17	8	3	3	2
5.	Preparation of preliminary feasibility report of link projects.	Nos.	17	5	2	2	2
				(To continue)	(to continue)		
6.	Taking up Survey and investigation of link canal.	Nos.	15	..	3	3	3

[*Translation*]

SHRI RAJNATH SONKAR SHASTRI: Mr. Speaker, Sir, the statement laid by the honourable Minister on the Table of the House says that the National Water Development Agency was set up in 1982 to undertake studies on 17 water transfer links and it has prepared feasibility report, for 7 water transfer links upto 1991. (*Interruptions*).

MR. SPEAKER: Please don't read it out, you please ask the question.

SHRI RAJNATH SONKAR SHASTRI: During 9 years the Government has prepared feasibility reports only. May I know the number of water transfer links out of these seven, for which feasibility reports have been completed, which will be included in the proposed scheme? Alongwith that the Minister has mentioned Ken, Betwa, Parbati, Kalisindh and Chambal. May I know whether your study on these schemes is complete and the time by which this scheme will be started and the command area which will be irrigated under this scheme?

SHRI VIDYACHARAN SHUKLA: Mr. Speaker, Sir, there are seven projects for which feasibility reports have been prepared as given in the statement. Accordingly, all these seven schemes are such for which a scheme can be prepared in future. For the present the function of National

Water Development Agency was only to study whether the proposals were feasible or not and according to the study these proposals have been considered feasible. Out of 17 projects, study on 7 have been completed and study on the remaining 10 is yet incomplete. They have to work on these projects, and since it involves heavy amount of money, it is a complex problem. It is a political and inter-state problem. Therefore, it is very difficult to say any thing in this regard for the future. A statement with regard to the feasibility has been given.

SHRI RAJNATH SONKAR SHASTRI: Mr. Speaker, Sir, the first part of my question is answered but the last part still remains to be answered and that is the command area to be irrigated and the position thereof?

MR. SPEAKER: Honourable Minister, has said that the details are still awaited.

SHRI RAJNATH SONKAR SHASTRI: A team of United Nations visited India to solve the problem of water. In its Report the team said that the problem of water was an extremely a complex one and within 30 years there would be acute shortage of water in India. They had given two suggestions. First suggestion was to construct a channel from Brahmaputra to Farakka and further link it with the Ganges. Second suggestion was that the water of the Ganges

might be diverted to Kaveri through Sone river. With these two schemes the water problem of entire Northern India and Western India will be solved. I would like to know from the honourable Minister the action taken by the Government on the Report of the United Nations and whether this report was taken into account in this study.

SHRI VIDYACHARAN SHUK-LA: There is not need to consult the United Nations about the intricacy of these questions. All of us, who are present here, understand how intricate these questions are. The study is being conducted by National Water Development Agency on these questions to solve all these intricacies. When we reach that level, that stage of taking some action in this matter, we will prepare a detailed scheme and make efforts to implement it. Presently, we are only studying.

SHRI RAJNATH SONKAR SHASTRI: What was the need of a study to be conducted by the United Nations?

MR. SPEAKER: Shri A. Charles.

[English]

SHRI A. CHARLES: Sir, I am happy to note that the National Water Development Agency has done some splendid work during the last six years. The preliminary feasibility reports of these 7 links have been completed.

Coming to Kerala, it reminds me of the beautiful one line verse, "Water-water everywhere but not a drop to drink." It is a question of poverty in the midst of plenty. There are a number of small rivers all flowing to the sea. If this project that is the linking of the West flowing rivers of Kerala with Vaigai is implemented, it will solve the entire problem of the State during the flood and the drought. I understand that some information has to come from the Government of Kerala. Through you, Sir, I request the hon. Minister that all requisite information will be supplied within a couple of months. So, may

I know from the hon. Minister whether this prestigious project will be included in the 8th Plan and the whole work completed in a time bound programme?

SHRI VIDYACHARAN SHUK-LA: Sir, hon. Member has himself said that the scheme will be submitted by the Government of Kerala in next two months. The Government will consider the schemes when they are received.

SHRI K. P. REDDAIAH: I would like to know from the hon. Minister through you, Sir, whether the then Power and Irrigation Minister, Dr. K. L. Rao, had prepared and approved a comprehensive, viable, implementable scheme in joining all the major rivers of this country, if so, whether the Government is considering to completely hand over its execution, functioning and collection of proportional amounts on the investments made directly from the beneficiaries which will be handed over to the World Bank or IMF instead of mortgaging such schemes in a piecemeal method as you did it for industries. You have already opened the gates for the World Bank or IMF investments or NRI investment for industries, I would like to know from the hon. Minister can this Government not follow the same thing for this important irrigation and power project which will solve the country's irrigation and power problems.

SHRI VIDYACHARAN SHUK-LA: Sir, Dr. K. L. Rao and envisaged in early 70s a scheme of this kind. It was not really a scheme. It was only a proposal to examine the feasibility of Ganga Kaveri link and some other links of this kind. On examination Dr. Rao himself had said at that time that is 70s, that the scheme will cost about Rs. 12500 crores in 1972. But the Central Water and Power Commission went into the matter later on and found out that this figure of Rs. 12500 crores was grossly under-estimated and, therefore, this can not be considered in the present context.

SHRI K. P. REDDAIAH: Sir, this problem is concerning the whole country regarding irrigation and power shortage. I want to know why can't the hon. Minister take a decision in handing over the entire project to the World Bank or NRIs, as he did it in industries?

SHRI VIDYACHARAN SHUKLA: Sir, we get assistance of world body only when we consider it essential and necessary and in the national interest. This project has not gone upto that extent where any such assistance can be thought of.

SHRI SATYNARAYAN JATIYA: Mr. Speaker, Sir, in order to step up irrigation facilities, the scheme of linking rivers is under consideration for long, and irrigated area will not increase until work on these schemes is not started. Seventeen schemes to join these rivers is under consideration and the honourable Minister has said that reports for 7 schemes have been received till now. I would like to know from the honourable Minister the names of the schemes about which reports have been collected and the schemes about which the report are being prepared and which are the ten schemes under study? The honourable Minister may also be pleased to state the schemes sent to Madhya Pradesh Government for their opinion and when the schemes were sent?

[English]

MR. SPEAKER: All these details, you can give it in writing.

[Translation]

SHRI VIDYACHARAN SHUKLA: Mr. Speaker, Sir, he should give notice of a separate question.

[English]

MR. SPEAKER: He is sending it to you in writing.

[Translation]

SHRI RAJENDRA AGNIHOTRI: Honourable Speaker, Sir, honourable Minister said just now that it involved inter-state and other problems, but I

would like to draw the attention of the honourable Minister to the fact that there are certain states where there are no problems, as in the case of joining Dhasan and Ken rivers. This matter is under consideration. In this case there is neither any complex problem of that area nor anything else, but the people of that area are worried about irrigation and this area is in a great need of drinking water. I would like to know from the honourable Minister whether he is sending the proposal to his Ministry for joining these 3 rivers as there is no complex problem or any inter-state dispute. How much time it would take to finalise it and how much time it would take to accept this proposal?

SHRI VIDYACHARAN SHUKLA: Mr. Speaker, Sir, there are so many intricate problems. The biggest and the most intricate problem is of resources. Unless we have sufficient resources, the Ministry has to face difficulty because these schemes involve a huge expenditure. So these can't be taken up.

SHRI RAJENDRA AGNIHOTRI: Mr. Speaker, Sir, it is the most important question which the Minister is trying to avoid, for the simple reason that I am from Uttar Pradesh and the honourable Minister is from Madhya Pradesh.

[English]

MR. SPEAKER: I would have disallowed your question. But I allowed your question.

SHRI SUDHIR SAWANT: I would like to focus the attention of the hon. Minister to the question regarding Maharashtra. In spite of heavy rainfall, we are facing severe shortage of water for six months in a year, in the coastal region. Has any special study been carried out in the coastal region which has been declared a problem area for drinking water?

MR. SPEAKER: It is not allowed.
Q. No. 145.

Opening of Telegraph and Post Offices in Maharashtra

*145. SHRI ASHOK ANAND RAO DESHMUKH: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the target fixed for opening of Telegraph and Post Offices in Parvani, Manmad, Nanded and Aurangabad districts of Maharashtra during 1990-91;

(b) whether the target has been fully achieved and if not, the reasons therefor; and

(c) the number of Telegraph and Post Offices likely to be opened during 1991-92?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU: (a) During the year 1990-91, the following targets were fixed for opening of Post Offices:

District	Number of Post Offices
Parbhani	6
Nanded	14
Nasik District including Manmad	7
Aurangabad	9

Telegraph facility on Phonocom basis is progressively introduced in Post Offices where Long Distance Public Telephones are installed. During 1990-91, this facility was extended to 3 Post Offices in Aurangabad District.

(b) Yes. Sir.

(c) For the year 1991-92 the following targets have been fixed for opening Post Offices:

District	Number of Post Offices
Parbhani	4
Nanded	5
Nasik District including Manmad	4
Aurangabad	3

It has been planned to provide Telegraph services in 20 Post Offices in these Districts during 1991-92 at the rate of five in each district.

[Translation]

SHRI ASHOK ANANDRAO DESHMUKH: Mr. Speaker, Sir, the statement which has been laid on the table of the House shows that in 1990-91 a target was fixed for opening 26 post offices whereas it is only 16 for 1991-92. I would, therefore, like to know from the hon. Minister as to why the target for opening post offices has been lowered for the year 1992. I would like to submit here that in rural areas post offices are the only medium of communication. Sometimes the people receive marriage invitation after ten days. There is a need for opening more post offices and more facilities should be provided there. Why you have lowered the target?

[English]

SHRI P. V. RANGAYYA NAIDU: Mr. Speaker, Sir, for opening post offices, we have certain parameters, and if those parameters are satisfied, we open new post offices. If there is demand for opening more post offices, we will certainly consider it either for opening them in this year or in the next year.

[Translation]

SHRI ASHOK ANANDRAO DESHMUKH: Is population one of the parameters for opening new post offices? If it is so, then what should

be the population of a rural area for opening a post office or a telegraph office and similarly what should be the population of an Adivasi area in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI RAJESH PILOT): I fully agree with the hon. Member that we should open more and more post offices and telegraph offices. But we have to bear in mind two things. One is that there should be a minimum traffic i.e. of at least 10 telegrams per day. If it is so we link it with the nearest telegraph office by providing a telephone through which telegrams are forwarded. The telegraph office is updated as the traffic i.e. the work load increases. Traffic is a must. If we go on opening new post offices or telegraph offices without caring for revenue I think our department will not be able to cope-up with the losses and we will not be able to provide additional facilities. When I took over the charge of this Ministry I had said that we would try our level best to provide this facility to every nook and corner of the country and bring it within the reach of masses. That is one of the reasons why we have reduced the average area of a post office from the existing twenty kilometres to only three kilometres so that no citizen has to tread more than three kilometres to have access to postal facility. Similarly, we have taken steps to improve telegraph facility. It will take sometime before the results are known.

SHRI VILASRAO NAGNATH-RAO GUNDEWAR: What are the arrangement for Speed Post in Mahathwada region? If Speed Post is available in all post offices, what is their number and where are they located? Marathwada Division has two districts viz., Parbhani and Nanded. How many new Post Offices will be opened there. The Postal system is very unsatisfactory there and it needs improvements. I would like to know

the time when we can expect these improvements?

SHRI RAJESH PILOT: The scope of the question has been enlarged. The hon. Member wants to know the improvements being made in telegraph facility. I admit that telegrams are received late. We are trying our level best and you must have observed that about four-five days back we launched the Remote Area Business Network and we are going to extend this facility to telegrams also.

SHRI VILASRAO NAGNATH-RAO GUNDEWAR: What about Speed Post facility?

SHRI RAJESH PILOT: We are making all possible efforts to link different stations through Speed Post.

[English]

SHRI UDAISINGHRAO GAIKWAD: Mr. Speaker, Sir, this question is confined to only four districts of Maharashtra. Even then I would like to ask some more information from the Hon'ble Minister about post offices. I had asked one question in the last Lok Sabha and the answer was given that all the panchayats would be provided with post offices. A supplementary was asked by me asking for clarification if one panchayat consisted of three to four villages, in the hilly track, whether they would also be considered. So, I would now like to know whether the Government is thinking on the same lines?

[Translation]

SHRI RAJESH PILOT: Mr. Speaker, Sir, the criteria for hilly areas and plains are different. We have relaxed the criteria for hilly areas. So far as giving an assurance during the last Lok Sabha is concerned, I think when we implement the scheme of having a post office within a radius of three kilometres all these difficulties would be removed.....(Interruptions)

[English]

Electronic Telephone Exchanges in Ahmedabad

*146. SHRI HARIN PATHAK: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of electronic and other telephone exchanges, separately in Ahmedabad city;

(b) whether there is any proposal to convert all the exchanges into electronic one;

(c) if so, the details thereof and the action proposed to be taken in this regard; and

(d) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) Total No. of Exchanges—23; Eelectronic Exchanges including Remote Line Units (RLU)—9; other exchanges—14.

(b) Yes Sir, on the expiry of the prescribed life of 25 years.

(c) The following four life expired exchanges are proposed to be replaced during the 8th Plan.

Central	8000 line
Raipurgate	3300 lines
Cantonment	3000 lines
Ellis Bridge	3600 lines

(d) Does not arise.

[Translation]

SHRI HARIN PATHAK: Mr. Speaker, Sir, the hon. Minister has stated in his reply that the prescribed life of the old type of telephone exchanges is 25 years. I would like to know from him, through you, whether the efficiency of exchanges which have been outlived 25 years is affected in any way?

The four exchanges which have been named in part (c) of the reply viz., Central Raipur gate, Cantonment and Ellis Bridge, how old are they?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI RAJESH PILOT): Mr. Speaker, Sir, all the telephone exchanges in the country which are 25 years old or have outlived their prescribed life will be converted into electronic exchanges during the Eighth Five Year Plan. That is our target. About the age of these four telephone exchanges I would write to the hon. Member because the information about the life of these exchanges is not available with me right now.

SHRI HARIN PATHAK: These exchanges are over 30 years old.

Secondly, I would like to ask the hon. Minister whether these four exchanges of Ahmedabad city which have over 17,000 lines each would be converted into electronic exchange on priority basis?

SHRI RAJESH PILOT: Mr. Speaker, Sir, if these exchanges are more than 25 years old, they would automatically get priority but if they fall in the 25 year category even then I would get them converted on priority basis.

SHRI LAL K. ADVANI: Mr. Speaker, Sir, the telephone system in Ahmedabad is faulty and there are regular complaints about it. It is evident from the hon. Minister's reply that the four exchanges in Ahmedabad viz., Central, Raipurgate, Cantonment and Ellis Bridge have outlived their prescribed life of 25 years. But so far as policy matter is concerned, I think if we have the necessary equipments, we can convert these exchanges into electronic exchanges even before 25 years. That is the policy. I would like to know whether any time schedule has been fixed for these exchanges? When would these exchanges be converted into electronic exchanges and the equipment replaced?

SHRI RAJESH PILOT: Mr. Speaker, Sir, I fully agree with the hon. Member in this matter. However, this demand is not being made in Ahmedabad alone but throughout the country and other hon. Members also want that the telephone exchanges in their areas may also be converted into electronic exchange because this helps in not only increasing the efficiency of the system but also provides many other facilities. We have chalked out a plan but merely chalking out a plan will not serve the purpose so long as production of necessary equipment does not cope-up with the demand in the country for conversion of these telephone exchanges. Until then it is impossible to say when would the work be completed. But so far his question is concerned, I would like to inform the House that during this Five Year Plan we intend to replace and convert all those exchanges which have outlived their prescribed life of 25 years or those exchanges whose life period is less and they have outlived it.

Land acquired by Bokaro Steel Plant

*147. **SHRI RAMASHRAY PRASAD SINGH:** Will the Minister of STEEL be pleased to state:

(a) the area of land acquired and being actually used by Bokaro Steel Plant;

(b) whether the Government propose to make use of the unused land;

(c) if so, the details thereof; and

(d) the progress made with regard to the rehabilitation of persons displaced and affected following the acquisition of land by Bokaro Steel Plant?

[English]

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) to (d) A Statement is laid on the Table of the House.

STATEMENT

(a) The area of land notified for acquisition for Bokaro Steel Plant is 33,045.35 acres. However, 31,030.47 acres has been taken possession of by Bokaro Steel Plant and the same is being used.

(b) and (c) Yes, Sir. The acquisition of land for the plant and township is in accordance with the planned lay out and construction is taken up in a phased manner, subject to availability of funds. The area which at present is unutilised is kept for dumping of Blast Furnace and Steel Melting Shop Slag, sludge compartment and other plants wasted disposal system, afforestation green belt as a statutory requirement for environment control, construction of further dwelling houses and associated amenities and installation of facilities related to future technology up-gradation.

(d) Rehabilitation of displaced persons due to acquisition of land for Bokaro Steel Plant is basically the responsibility of the Bihar Government. Arrangements for the rehabilitation site have been made by the State Government. However, certain welfare facilities are being provided at the rehabilitation site by the Bokaro Steel Plant. Bokaro Steel Plant have also given preference to the displaced persons in the matter of employment and 14,101 have been provided employment in Bokaro Steel Plant.

[Translation]

SHRI RAMASHRAY PRASAD SINGH: Mr. Speaker, Sir, the statement made by the hon. Minister shows that 2.15 lakh acres of land is still unused out of the total land acquired for the Bokaro Steel Plant and this would be used for different purposes in future. May I know from the hon. Minister the number of persons among those displaced persons following the acquisition of land who have not been rehabilitated?

[English]

SHRI SONTOSH MOHAN DEV: Sir, the rehabilitation of the persons who are affected by the acquisition of land is basically the responsibility of the State Government. Of course, we are also cooperating with them. We have also given appointments to 14,013 displaced people in the plant on the principle of 'one family one job'. Though the affected families were 13,000 in number, because of the split in the families, the number of people employed has gone to 14,000. There are certain grievances because certain people have been affected in the peripheral area of the plant. Those grievances are supposed to be looked after by the State Government. We are also doing some other development work from the point of our social obligations, but legally it is the responsibility of the State Government. The amount of compensation which was needed has also been paid totally by the Plant authorities.

[Translation]

SHRI RAMASHRAY PRASAD SINGH: Mr. Speaker, Sir, the hon. Minister has said that the rehabilitation of persons displaced following the acquisition of land is basically the responsibility of the Bihar Government. But in his reply the hon. Minister has stated that arrangements for the rehabilitation have been made by the State Government. If it is the responsibility of the State Government, how has the hon. Minister come to know that arrangements have been made. I want to know the number of affected people who have not yet been rehabilitated. The hon. Minister also said that 14,000 displaced people have been given jobs on the principle of 'one family one job'. There are still 3,000 persons who are to be given jobs. I am witness to it. The hon. Minister has said that this matter is under consideration of the Bihar Government. Many days have passed since the Bokaro Steel Plant reopened and yet 3,000 persons have not been

given jobs. All this leads to extremism. May I know from the hon. Minister the time by which these 3,000 persons will be rehabilitated and one job to one family given?

[English]

SHRI SONTOSH MOHAN DEV: Sir, the first question the hon. Member has asked is: How do I know? I know because there is a policy that those who are living within eight kilometres of the Plant, though they are employees, they are not given accommodation, preference is given to those people who are outside eight kilometres, thereby I know there are about 1,000 employees who are residing in the peripheral area and they have not got certain basic amenities which should have been provided by the State Government. And as a result of that we have interacted with the State Government. We have till now spent about Rs. 2.7 crore. There are more demands from the State Government, we are also interacting with them to see how best we can solve this question.

About the next question that 3,000 people are still unemployed, this is not to my knowledge. Even if it is a fact, because of the embargo on employment and the B.P.E. (Bureau of Public Enterprises) in 1986 had given instruction, that policy of one job to one family is now being restricted and rather withdrawn by the Government. At the moment that policy has not changed. Unless this is changed, I cannot assure that others will be given jobs. But in future, if some employment is being generated there, definitely I shall see that they get preference.

[Translation]

SHRI RAMASHRAY PRASAD SINGH: Mr. Speaker, Sir, I want to know whether the Government would get the matter investigated on the basis of the policy formulated by it. How many people have not been rehabilitated and how many of them have not been given jobs?

SHRI SURAJ MANDAL: Mr. Speaker, Sir, the Chhota Nagpur Tenancy Act is different from the other land laws. Perhaps the hon. Minister is not aware that under the Land Acquisition Act 461, land acquired for a specific purpose must be used for that specific purpose alone and it cannot be used for other purposes. This is provided in that Act and it is the responsibility of the Government to protect the Act. Is the Government aware that land acquired under the Act by the management of the Bokaro Steel Plant has been illegally transferred to co-operatives and no arrangements have been made for the rehabilitation of displaced people on this land? Does the Government have any information in this regard?

[English]

SHRI SONTOSH MOHAN DEV: We are very well aware of the Land Reforms Act of the Bihar Government and everything had been done as per rules which is in vogue in Bihar. If there is any specific instance which is not to my knowledge, the hon. Member can write to me and I will get it examined.

If there is any violation, I will definitely correct it.

KUMARI FRIDA TOPNO: Mr. Speaker, Sir, in Rourkela Steel Plant also, vast areas of land are lying unused.

MR. SPEAKER: This question relates to Bokaro Steel Plant.

KUMARI FRIDA TOPNO: But the problem is the same. The owners of the land want to get back their land if it is not used. So, I would like to know from the hon. Minister whether there is any proposal with the Government to return the unused land to the owners.

SHRI SONTOSH MOHAN DEV: Sir, I need a separate notice for this question.

MR. SPEAKER: The question is, if the land was not used for the purpose for which it was taken, will it be returned to the owners?

SHRI SONTOSH MOHAN DEV: Sir, the question of returning the land does not arise because there are certain obligations for the plant in such places. Then, we are also creating some greenbelt around the plant so that pollution does not occur. To my knowledge, there is no such plant where we have excess land.

MR. SPEAKER: You get it examined.

Production of Steel by SAIL

*148. **SHRI M. V. CHANDRA-SHEKARA MURTHY:**

SHRI V. SREENIVASA PRASAD:

Will the Minister of STEEL be pleased to state:

(a) whether the Government propose to bring out a White Paper on production of steel by the Steel Authority of India Ltd.;

(b) if so, the time by which it is likely to be issued;

(c) whether the production in many of the Steel Plants of SAIL has fallen due to shortage of coal and power; and

(d) if so, the steps being taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) to (d) A Statement is laid on the Table of the House.

STATEMENT

(a) Government at present do not propose to bring out such a White Paper.

(b) Does not arise.

(c) Yes, Sir.

(d) Among the main steps being taken to contain adverse effects of coal and power shortages, are the constant inter-action with suppliers of indigenous coal and power to augment supplies better management of imported coking coal, increased captive power generation and better technological and manpower discipline, etc.

SHRI M. V. CHANDRASHEKARA MURTHY: Mr. Speaker, Sir, shortages of coal and power are the main constraints in the steel production of the country. I would like to know from the hon. Minister whether the Ministry has started any dialogue with the Ministry of Coal and Power for proper coordination in this regard and if so, the details thereof.

I will put my second supplementary also because of the time constraint. There is a long-felt desire of the people of Karnataka for a Steel Plant, that is, Vijayanagaram Steel Plant for which the foundation stone was laid by the late Prime Minister Shrimati Indira Gandhi in the year 1971. Now, the Government of Karnataka has sent a proposal to the Government of India under joint sector for issuing licence. I would like to know whether the Government of India has decided to issue the licence immediately for this plant.

SHRI SONTOSH MOHAN DEV: Sir, I will answer the second question first. Under the new Industrial Policy, it is not at all necessary to take a licence from the Ministry of Industry as well as from the Ministry of Steel. Now, both the Governments have the liberty to have the Steel Plant. They are only to take clearance from the Ministry of Environment for location and for other things from the State Government. We are not at all in the picture consequent upon the industrial policy which has been now laid on the Table of the House.

Before the new Industrial Policy, before I took over the Ministry, the previous Government had sent both the proposals from the Ministry of Steel to the Ministry of Industry. So, nothing is pending from our Ministry.

As regards the first question, we always have internal meetings with the Coal Ministry and we do carry out exercise to see as to how best the coal problems can be solved. Our effort is to get indigenous coking coal as much as we can from within the country. Where there is shortfall, then only we go for import and that process is always there. We try to inter-act with the Ministry of Coal to see that we can cover the backlog which is still there to the point of three million tonnes to four million tonnes.

WRITTEN ANSWERS TO QUESTIONS

[Translation]

Irrigation Projects of Rajasthan

*149. **SHRI GIRDHARI LAL BHARGAVA:** Will the Minister of WATER RESOURCES be pleased to state:

(a) since when the irrigation projects of Rajasthan are pending with the Union Government;

(b) whether Central assistance has not yet been provided to some of the approved projects of the State; and

(c) if so, the reasons therefor and the time by which it is likely to be made available to Rajasthan?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a)

<i>Sl. No.</i>	<i>Name of the Project</i>	<i>Date of Receipt</i>	<i>Status of appraisal</i>
A. MAJOR			
1.	Jaisamond Modernisation	7/89	The State Government is to furnish additional information.
2.	Narmada Canal	7/90	Note for the Advisory Committee finalised in 6/91 for putting up to Advisory Committee at its forth-coming meeting.
B. MEDIUM			
3.	Gararda Irrigation	3/90	The State is to comply with the observations of Central Appraising Agency.
4.	Bandi Sendra	3/90	Do.
5.	Sukli	11/90	Do.
6.	Gambhiri Modernisation	8/89	The project has been techno-economically appraised. State Government is to comply with the observations of Planning Commission on allocation of funds.

(b) and (c) As per the present policy, irrigation projects are funded by the States out of their own resources. Central assistance is provided in the form of block grants and loans not tied to any sector of development or the project. However, the Indira Gandhi Nahar Pariyojana Stage-II is given Central assistance under the Border Area Development Programme. Central assistance in the form of Grants and loans is also given to the Command Area Development works in Chambal, Indira Gandhi Nahar Pariyojana Stage-I and II and Mahi Bajajsagar Projects on approved financing pattern under the Centrally sponsored Command Area Development Programme.

Construction of Jagawala Anicut in Jaipur

*150. SHRI GUMAN MAL LODHA: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Government are aware of heavy inflow of water in Lagawalanaka in the East of Ratriya village under Babra Gram Panchayat of Jaitaran Constituency, Jaipur,

which goes waste due to absence of an Anicut there;

(b) if so, whether a survey was conducted in this regard;

(c) whether attention of the Government had been drawn earlier also towards the advantages likely to accrue if an Anicut is provided there;

(d) if so, the details thereof; and

(e) the action proposed to be taken regarding construction of Lagawala Anicut for this multi-dimensional scheme?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA: (a) The Lagawalanaka falls in the catchment area of the Girinanda Dam having a capacity of 5.66 million cubic metres (200 million cubic feet). The Rajasthan Government has informed that the Girinanda reservoir has filled only three times during the last 11 years. As such, any anicut in its catchment area would adversely affect the existing irrigation from the dam.

(b) The State Government, therefore, does not have any proposal to construct the anicut at this site.

(c) and (d) Yes. Sir. The Honourable Member had drawn the attention of the Union Government through the Unstarred Question No. 272 and 1918 answered on 8-8-1990 and 3-3-1990 respectively.

(e) It is for the State Government to take a view in the matter.

[English]

Security Arrangements for VVIPs in Delhi

*151. PROF. K. V. THOMAS: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the details of VVIPs who are getting special security arrangements in Delhi;

(b) the amount spent on their security during 1989-90 and 1990-91; and

(c) whether special battalions of Delhi Police are proposed to be raised for VVIPs security arrangements?

THE MINISTER OF HOME AFFAIRS (SHRI S. B. CHAVAN): (a) President, Vice-President and Prime Minister.

(b) 1989-90	1990-91
Rs. 10.33 crores	7.31 crores

(c) At present there is no such proposal.

[Translation]

Elections in Punjab

*152. SHRI RAJENDRA AGNIHOTRI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government propose to annual the present election schedule in Punjab;

(b) if so, the reasons therefor;

(c) whether the Government propose to issue a fresh notification to conduct the elections in Punjab; and

(d) if so, when it is likely to be issued.

THE MINISTER OF HOME AFFAIRS (SHRI S. B. CHAVAN):

(a) to (d) The Government is committed to restore the democratic process in Punjab. It is equally determined not to allow certain unscrupulous secessionist elements to exploit the existing deficiency in law and make secession as an agenda for elections and thereby subvert the Constitution and endanger the territorial integrity and sovereignty of the country. Thus, in this process Government is exploring the possibility of carrying out necessary amendments in the Constitution as well as in the Peoples' Representation Act to prevent the secessionist elements from endangering the sovereignty and integrity of the country. In this context, the question of issuing fresh notification for the conduct of elections in Punjab could also be considered at the appropriate time.

[English]

Visit of US Envoy to Siachen Glacier

*153. SHRI SANAT KUMAR MANDAL: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the attention of the Government has been drawn to the news item captioned "US envoy pays a quiet visit to Siachen area" appearing in the 'Sunday Observer' dated June 16-22, 1991;

(b) whether the US Envoy paid a visit to Siachen area in Ladakh in June, 1991;

(c) if so, whether the visit was arranged by the Union Government and the Ministry of Defence was consulted before permitting the US Embassy plane to land at the I.A.F. base there; and

(d) whether it is the normal practice to permit foreign diplomats to visit such a vulnerable area?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI MADHAV-SINH SOLANKI): (a) Yes, sir.

(b) No, Sir.

(c) Does not arise.

(d) Does not arise.

[Translation]

Production of Foodgrains

*154. SHRI RAJVEER SINGH: Will the Minister of AGRICULTURE be pleased to state:

(a) the foodgrains produced during 1990-91, State-wise;

(b) whether the production is much lower than the production in 1989-90; and

(c) if so, the reasons therefor?

THE MINISTER OF AGRICULTURE (DR. BALRAM JAKHAR):

(a) The final estimate of production of foodgrains for 1990-91 are yet to be received from some of the States. However, as per the present assessment the total production of foodgrains during 1990-91 is likely to be in the range of 176.0 to 176.5 million tonnes. Statewise breakup of the production range for 1990-91 is given below:—

(Lakh tonnes)

State	Foodgrains production
Andhra Pradesh	131.07
Assam	34.26
Bihar	123.36
Gujarat	47.49
Haryana	95.71
Himachal Pradesh	13.26
Jammu & Kashmir	17.07
Karnataka	63.06

State	Foodgrains production
Kerala	10.93
Madhya Pradesh	177.68
Maharashtra	120.69
Orissa	70.10
Punjab	191.11
Rajasthan	109.80
Tamil Nadu	75.86
Uttar Pradesh	350.03 355.03
West Bengal	109.51
Others	19.01
Total	1760.00 -1765.06

(b) No, Sir.

(c) Does not arise.

[English]

Study of Delhi Municipal Corporation's Finances

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

(a) whether the attention of the Government has been drawn to the findings of the National Institute of Urban Affairs regarding finances of the Delhi Municipal Corporation;

(b) if so, the essence of the findings thereof and the recommendations made; and

(c) the action proposed to be taken thereon?

THE MINISTER OF HOME AFFAIRS (SHRI S. B. CHAVAN):

(a) The study was undertaken by the National Institute of Urban Affairs at the instance of the Government of India.

(b) and (c) The major recommendations pertain to streamlining of tax administration; delinking of determination of rateable values from

rent control laws; rationalisation of terminal tax rates; resource mobilisation through commercial and remunerative projects; regular work-study of staffing pattern, etc. MCD has taken action to implement most of the major recommendations. Regarding delinking of rateable values from rent control laws, the Delhi Administration is seized of the matter.

[Translation]

New Telephone Connections

*155. SHRI GOVINDA CHANDRA MUNDA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of applicants to whom 'O.B.' number have been issued by the Mahanagar Telephone Nigam Limited during the last one year;

(b) whether all of them have been provided with telephone connections;

(c) if not, the reasons for the delay; and

(d) the time by which they are likely to be provided with telephone connections?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAJESH PILOT):

(a) The number of applicants to whom the OB numbers have been issued from 1-7-90 to 30-6-91 is as follows:—

Delhi — 66,600

Bombay — 49,614

(b) No, Sir.

(c) While most of the applicants to whom the OBs have been issued have been provided with the telephone connections, in some areas telephone connections could not be provided due to non-availability of cable

pairs. In a few cases telephone connections could not be provided due to incomplete address, change of address, subscriber's premises not being ready, etc.

(d) In all the above cases telephone connections will be provided progressively before 31-12-1991.

[English]

Opening of Departmental Telegraph Office at Bhadrak (Orissa)

*157. SHRI ARJUN CHARAN SETHI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether there have been demand for opening a Departmental Telegraph Office at Bhadrak Head Post Office in district Balasore of Orissa; and

(b) if so, the reasons for not opening the said Office there?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAJESH PILOT):

(a) Yes, Sir.

(b) The current traffic does not justify the upgradation of the existing telegraph office into a Departmental Telegraph Office, at Bhadrak Head Post Office.

Increase in Prices of DMS Ghee and Butter

*158. SHRI MADAN LAL KHURANA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the prices of ghee and butter marketed by Delhi Milk Scheme have been increased;

(b) if so, the details thereof; and

(c) the reasons therefor?

THE MINISTER OF AGRICULTURE (DR. BALRAM JAKHAR):

(a) Yes, Sir.

(b) and (c) The sale prices of ghee and butter were revised from 19-3-1991 as under:—

(Rs./pack)

Sl. No.	Name of milk product	from	to
1.	GHEE		
	1 Kg. poly-pack	76.00	80.00
	1 Kg. Tin	80.00	84.00
	2 Kg. Tin	159.00	167.00
2.	TABLE BUTTER (SALTED)		
	100 gms.	7.00	7.50
	500 gms.	34.00	35.00
3.	WHITE BUTTER		
	500 gms.	35.00	36.00

The sale prices of DMS ghee and butter are fixed periodically based on the cost of production and the prevailing market prices of similar popular brands.

[Translation]

Opening of Post Offices and Telephone Exchanges in Hilly areas

*159. PROF. PREM DHUMAL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the norms for opening of Post Offices, Public Telephone Call Offices and Telephone Exchanges in hilly and inaccessible areas have been relaxed;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAJESH PILOT):

(a) The conditions for opening of post offices and public call offices in hilly and inaccessible areas have been relaxed. However, in the case of telephone exchange there is no relaxation.

(b) Whereas in normal areas minimum population in a group of villages should be 3000 to be eligible for a post office, in hilly areas this has been reduced to 500 in a village and 1000 in a group of villages. Besides in hilly areas, there is provision for relaxing the normal distance condition of 3 Kms. in deserving cases and the anticipated income of the office should be at least 15% of the cost of the office, as against 33½% in normal rural areas. Public call offices are provided at places with population of 5000 or more in ordinary areas and 2000 or more in hilly areas on fully subsidised basis.

(c) Relaxed norms as stated in the above column are applicable for opening of post offices and for providing public call offices in hilly and inaccessible areas. As for the telephone exchange, it is opened where requisite paid demand of 10 applicants is there. Any relaxation in this regard will have serious financial implications.

[English]

Nexus among People War Group, LTTE and ULFA

*160. SHRI V. S. VIJAYARAGHAVAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Union Government are aware of reports about the nexus among the three extremist groups of LTTE, PWG and ULFA;

(b) if so, the details thereof; and

(c) the steps being taken by the Government in the matter?

THE MINISTER OF HOME AFFAIRS (SHRI S. B. CHAVAN): (a) and (b) There are no confirmed reports about the nexus among these three extremist groups.

(c) The policy of the Government is to deal firmly with extremist groups in the country and simultaneously step up socio-economic development in the affected areas to redress genuine grievances of the local people. The Central Government is also rendering all possible assistance to the affected States:

Expenditure on Flood Control Measures

*161. SHRI SOBHANADRESWARA RAO VADDE: Will the Minister of WATER RESOURCES be pleased to state:

(a) the expenditure incurred by the Union Government on flood control measures during the last three years;

(b) whether any comprehensive proposal for control of floods in various States is under consideration of the Union Government; and

(c) if so, the details thereof?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) *Details of Expenditure—*

The planned expenditure incurred by the Government of India on Flood

Control Measures viz., Loan Assistance for Brahmaputra Valley, Ren-gali Dam in Orissa and Anti-Sea Erosion Works in Kerala; Grants-in-Aid to Brahmaputra Board and Ganga Flood Control Commission; Flood Forecasting and Warning activities; Flood Plain Zoning Surveys and other miscellaneous activities including research and development during the last three years is as under:—

Year	Rs. in Crores
1988-89 . . .	33.15
1989-90 . . .	31.88
1990-91 . . .	27.95

(b) and (c) *Details of Comprehensive Measures for Flood Control and Management.*

Government of India set up Ganga Flood Control Commission (GFCC) in April, 1972 for formulating comprehensive plans of flood control for rivers of the Ganga Basin. The GFCC has completed comprehensive plans for 23 sub-basins.

For tackling the problem of flood in Brahmaputra and Barak Valleys the Government of India constituted the Brahmaputra Board in December, 1981 charging it with the responsibility of survey, investigation and preparation of Master Plans for control of floods in Brahmaputra and Barak valleys and for taking up projects with the approval of the Government of India. The Board has a programme of preparing master plans separately for Main Brahmaputra, Main Barak and 38 tributaries of Brahmaputra and 10 rivers of Tripura. Two parts of Master Plan (for main Brahmaputra and main Barak) have been finalised.

The Government of India constituted two Committees in November, 1987, one for the North Eastern States and the other for the States of Bihar, Orissa, Uttar Pradesh and West Bengal under the Chairmanship of the Secretary, Ministry of Water Resources to consider the problem of

floods and flood management measures required in the States, to review flood protection measures taken and suggest remedial measures as necessary. On receipt of this report, the Empowered Committee was set up to facilitate expeditious and time bound action on the recommendations of the two Committees. Follow up action required on the recommendations of the Empowered Committee has been circulated in January, 1991 to all the concerned Central/State Agencies.

Also, in other flood prone States/ Union Territories such as Andhra Pradesh, Gujarat, Haryana, Jammu and Kashmir, Karnataka, Punjab, Rajasthan and Delhi, Master Plan for Flood Management have been prepared.

The Flood Control works are required to be executed by the States as per the *interse* priority fixed by them in the outline plans so prepared.

Out of Turn Telephone Connections

*162. SHRI MANORANJAN SUR:

SHRI UPENDRA NATH VERMA:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the telephone connections sanctioned on out-of turn basis from MPs' quota have been withheld by the Government;

(b) if so, the reasons therefor; and

(c) the time by which they are likely to be released?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAJESH PILOT):

(a) to (c) While action to provide these telephones was under way, some cases of fake out of turn sanction orders were brought to the notice by Telecom Field Units. An investigation by Vigilance Branch was ordered in May 1991 to detect fake cases and action to provide telephones on out of turn sanction was therefore withheld pending completion of investigation. Generally further action is possible only on receipt of the investigation report. However, in respect of recommendations made by Hon'ble Members against their quota, further action for provision of telephones has been initiated separately. These phones will be installed progressively on priority subject to technical feasibility.

Production of Steel by Bhilai and Bokaro Steel Plants

543. SHRI BHAGEY GOBARDHAN: Will the Minister of STEEL be pleased to state:

(a) the overall plant-wise production of hot metal, ingot steel, saleable steel and saleable pig iron in Bhilai and Bokaro Steel Plants during 1990-91 and upto June, 1991;

(b) whether there is any short fall in their production during the above period; and

(c) if so, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) The overall plant-wise production of hot metal, ingot steel, saleable steel and saleable pig iron in Bhilai and Bokaro Steel Plants during 1990-91 and upto June, 1991 is given below:—

(Thousand Tonnes)

Plant	1990-91		April-June '91	
	Target	Actual	Target	Actual
Hot Metal				
Bhilai Steel Plant	3600	3549	886	808
Bokaro Steel Plant	3850	3267	755	828

Plant	1990-91		April-June '91	
	Target	Actual	Target	Actual
Ingot Steel				
Bhilai Steel Plant	3650	3511	905	804
Bokaro Steel Plant	3400	2806	724	787
Saleable Steel				
Bhilai Steel Plant	2850	2795	652	658
Bokaro Steel Plant	2800	2426	652	663
Seleable Pig Iron				
Bhilai Steel Plant	121	95.6	24	26
Bokaro Steel Plant	418	332.2	16	25

(b) Yes, Sir.

(c) The major reasons were the deficiencies, both in qualitative and quantitative terms in coal and power supplies, especially at Bokaro, poor condition of equipment like coke ovens at Bokaro and problems with equipment like the Blast Furnace No. 7 at Bhilai. Besides, industrial relations and management constraints also played a part.

Irrigation Projects of Himachal Pradesh

544. SHRI K. D. SULTAN-PURI: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether some major and medium irrigation projects of Himachal Pradesh are pending with the Union Government;

(b) if so, the details thereof;

(c) whether feasibility studies regarding these projects have been conducted; and

(d) if so, the details thereof?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) to (d) The State Government is to get only one major irrigation project viz. Shahnehar Irrigation Scheme cleared from Central Water Commission. This scheme envisaging irrigation of 26536 ha. at a cost of Rs. 49.3 crores was submitted in July, 1987 by the Himachal Pradesh Government to the Central

Water Commission. This scheme was submitted in pursuance of the inter-State agreement of August, 1983 between Punjab and Himachal Pradesh on the construction of Shahnehar Barrage on river Beas in Punjab. According to this Agreement, Punjab agreed to supply 228 cusecs of water to Himachal Pradesh regularly without payment and also to bear the entire cost of lined carrier channel and head regulator for irrigating the areas currently receiving irrigation in Himachal Pradesh. For channels in potential areas the Governments of Punjab and Himachal Pradesh agreed to share the cost. Whereas State Government's compliance to the comments of CWC on Water Management, Cost Engineering, Irrigation Planning, Ground Water and Construction machinery aspects have already been received in the CWC, inter-State issues emerging out of the inter-State Agreement of 1983 are yet to be sorted out by Himachal Pradesh with Punjab and environmental aspects are also to be got cleared by the State Government.

[Translation]

Opening of New Post Offices in Dharbhanga and Madhubani Districts of Bihar

545. SHRI BHOGENDR JHA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether there has been long standing demand to upgrade the post offices at Bisfi, Baraha and Simri in

Bisfi sub-division under Madhubani district in Bihar;

(b) whether there is any proposal for opening of new branch post offices at Chahunta in Bisfi sub-division, Ejra, Urihn in Benipatti sub-division and Gauri Meren in Rajnagar sub-division;

(c) the time by which the above demands are likely to materialise; and

(d) the new post offices proposed to be opened in Madhubani and Dharbhanga districts?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) Yes Sir, there has been demand for upgradation of Post Offices at Bisfi, Barha and Simri. Their upgradation was examined but found not justified.

(b) There is no proposal for opening of Post Offices at Chahunta, Ejra, Urihn and Gauri Meran.

(c) As there is no proposal for opening post offices at these places no time frame has been laid for opening of these offices.

(d) During 1991-92 it is proposed to open 7 post offices each in Madhubani and Darbhanga Districts. The exact places are not yet decided.

[English]

Joint Commission of India and Saudi Arabia

546. **SHRI E. AHAMED:** Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether there is any Joint Commission of India and Saudi Arabia for mutual consultation on matters of common interest; and

(b) if so, when was the meeting of that Commission last held?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI MADHAVSINH SOLANKI): (a) Yes, Sir. There is a Joint Commission for Economic and Technical Co-operation.

(b) The last session was held in Riyadh from the 20th to the 22nd of April 1986.

Opening of New Post Offices

547. **SHRI ANADI CHARAN DAS:** Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of new post offices proposed to be opened during 1991-92 in the country, State-wise;

(b) the norms fixed for opening of new post offices in sub-plan and non-sub-plan areas; and

(c) the norms for providing a 'runner' to a post office?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) 2000 new Extra Departmental Branch post offices and 200 departmental Sub Post Offices are proposed to be opened during 1991-92 in the country. A state-wise break-up showing the number of new ED Branch post offices and that of Departmental Sub-Post offices to be opened is indicated in Statement I and Statement I(A) respectively.

(b) The norms fixed for opening of branch post offices in rural areas are indicated statement II.

(c) A runner is given to a post office on the basis of workload which is calculated on the basis of time taken in transporting mails from point to point. A branch post office is normally provided with an extra departmental mail carrier either exclusively or in combination with other post such as extra departmental delivery agent/Extra Departmental Branch Postmaster, depending on the workload.

STATEMENT I

Sl. No.	States/UTs	Targets			
		Normal/ others	Tribal	Hilly	Total
1	2		3		
1.	Andhra Pradesh	40	10	..	50
2.	Assam	55	10	5	70
3.	Bihar	210	40	..	250
4.	Gujarat	80	10	..	90
5.	Haryana	25	..	..	25
6.	Himachal Pradesh	20	5	15	40
7.	Jammu & Kashmir	15	..	15	30
8.	Karnataka	25	10	15	50
9.	Kerala	35	5	10	50
10.	Madhya Pradesh	110	40	..	150
11.	Maharashtra	110	25	15	150
12.	Manipur	5	5	5	15
13.	Meghalaya	5	5	5	15
14.	Nagaland	5	5	5	15
15.	Orissa	70	30	..	100
16.	Punjab	30	..	..	30
17.	Rajasthan	115	10	..	125
18.	Sikkim	5	5	5	15
19.	Tamil Nadu	35	5	10	50
20.	Tripura	5	5	5	15
21.	Uttar Pradesh	480	5	15	500
22.	West Bengal	60	10	10	80
23.	Goa	13	2	5	20
24.	Mizoram	5	5	5	15
25.	Arunachal Pradesh	5	5	5	15
UNION TERRITORIES					
1.	Andaman & Nicobar Islands	3	2	..	5
2.	Chandigarh	10	..	..	10
3.	Dadra & Nagar Haveli	3	2	..	5
4.	Delhi	5	..	..	5
5.	Lakshadweep	4	1	..	5
6.	Pondicherry	5	..	..	5
Total		1593	257	150	2000

STATEMENT I(A)

<i>State/Union Territories</i>	<i>Number of post offices proposed to be opened</i>		
	<i>Non-Tribal Areas</i>	<i>Tribal Areas</i>	<i>Total</i>
1. Andhra Pradesh	11	1	12
2. Assam	4	2	6
3. Arunachal Pradesh . . . . .	..	2	2
4. Bihar	8	2	10
5. Gujarat	7	2	9
6. Goa	2	..	2
7. Haryana	6	..	6
8. Himachal Pradesh	1	1	2
9. Jammu & Kashmir	1	1	2
10. Karnataka	9	1	10
11. Kerala	6	..	6
12. Madhya Pradesh	8	2	10
13. Maharashtra	18	2	20
14. Manipur	1	1	2
15. Meghalaya . . . . .	..	2	2
16. Mizoram . . . . .	..	2	2
17. Orissa	8	2	10
18. Punjab	2	..	2
19. Rajasthan	11	1	12
20. Sikkim	2	..	2
21. Tamil Nadu	14	1	15
22. Tripura	1	1	2
23. Uttar Pradesh	19	1	20
24. West Bengal	19	1	20
25. Nagaland . . . . .	..	2	2
UNION TERRITORIES			
1. Andaman & Nicobar Islands	1	..	1
2. Chandigarh	1	..	1
3. Delhi	10	..	10
Total	170	30	200

STATEMENT II

1. Population

In normal areas the aggregate population in a group of villages will be 3000 and in the hilly, tribal, desert and in accessible areas the population in an individual village will be 500 or 1000 in group of villages.

2. Distance

The minimum distance between a proposed post office and the nearest existing post office will be 3 kms. In the case of hilly areas the minimum distance limit can be relaxed in special cases.

3. Anticipated Income

In the normal areas the minimum anticipated revenue will be 33½% of the cost and in hilly, tribal, desert and inaccessible areas the same will be 15% of the cost.

[Translation]

Conversion of Manual Telephone Exchanges into Automatic Exchanges in U.P.

548. SHRI V. N. SHARMA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the details of the programme to convert manual telephone exchanges in Uttar Pradesh and Jhansi in particular, into automatic exchanges;

(b) whether the communication system in Hamirpur district of Bundel Khand is not functioning satisfactorily; and

(c) if so, the details of the steps being taken to set this system in order?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) Out of 1238 telephone exchanges in Uttar Pradesh, 35 were manual exchanges as on 1-4-1991. All these 35 are proposed

to be automatised progressively by March, 93.

At Jhansi, the installation of 4,000 lines electronic exchange (E 10 B) is in progress and is expected to be commissioned by 31-3-1992.

(b) No, Sir.

(c) Does not arise.

[English]

Pepper Research Institute in Idakki District of Kerala

549. SHRI PALAK K. M. MATHEW: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government propose to establish a Research Institute in Iddukki District of Kerala exclusively for conducting research on the causes leading to quickwilt, fleabeetle diseases in peppervines;

(b) if so, the time by which the Research Institute is likely to be set up; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI K. C. LENKA): (a) No Sir.

(b) Does not arise.

(c) The research on causes leading to quickwilt and fleabeetle in pepper vine is already being carried out at the National Research Centre for Spices, Calicut and at the Pepper Research Station, Panniyur, Kannanoor District.

[Translation]

Out of Turn Telephone Connections

550. SHRI SATYNARAYAN JATIYA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of telephone connections sanctioned out-of-turn from January, 1991 to June 1991 in the country month-wise; and

(b) the details of the out-of-turn telephone connections sanctioned on the recommendations of each Member of Parliament and Minister?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) The number of telephone connections sanctioned on out of turn priority from January 1991 to June 1991 is as under:—

January 1991	3230
February 1991	3782
March 1991	7096
April 1991	5480
May 1991	704
June 1991	338
Total	20630

(b) The information is being compiled and will be laid on the Table of the House.

[English]

Agro-Based Industries in Rajasthan

551. SHRI DAU DAYAL JOSHI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government propose to depute a study team to explore possibility of setting up of Agro-based industries in Kota, Bundi and Jhalawar (Hadoji region) in Rajasthan; and

(b) if so, the details thereof?

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

(b) Question does not arise.

Operation Sea Angel by American Task Force

552. SHRI LOKANATH CHOUHDURY:

SHRI HARI KISHORE SINGH:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government are aware that American task force,

engaged in the "Operation Sea Angel" relief mission in Bangladesh is showing undue interest on the Indo-Bangla border:

(b) whether it is also a fact that American troops, alongwith the Bangladesh army officials had visited all sensitive points along the Tripura-Bangladesh border recently;

(c) whether the American troops had surveyed the areas like Ramgarh, Kasla, Chaudagram, Chagalnaya and Narsingarh and had also taken photographs of the Indian security installations along the border;

(d) if so, the details thereof; and

(e) the reaction of the Government to such acts of American troops?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI MADHAVSINH SOLANKI): (a) Government have seen recent press reports about the American task force, which was engaged in the "Operation Sea Angel" relief mission in Bangladesh and has since left Bangladesh, showing undue interest on the Indo-Bangladesh border. Government have also noted the denial by the US Embassy in New Delhi, pointing out that the US task force confined itself to the task of providing emergency relief.

(b) No, Sir.

(c) No, Sir.

(d) Does not arise: and

(e) Does not arise.

Withdrawal of Transit Facilities by Pakistan

553. SHRI GOVINDRAO NIKAM: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Pakistan has withdrawn transit facilities at its international airports for Indian passengers;

(b) if so, the reaction of the Government thereto; and

(c) whether the Government propose to take up the matter with the Government of Pakistan?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI MADHAVSINH SOLANKI): (a) The Government of Pakistan has withdrawn transit facilities for Indian nationals who arrive at Pakistani airports without obtaining a transit visa in advance.

(b) Such facilities are not covered under the existing Visa Agreement between India and Pakistan. Government rejected as totally false the allegation that these facilities were being "gravely misused" by Indian nationals, and that a large number of illegal Indian immigrants and stayed back in Pakistan.

(c) The matter was taken up with the Government of Pakistan both in Islamabad and through its High Commission in New Delhi. Pakistan subsequently clarified that only those passengers, who do not have valid transit visas, would be denied permission to leave the airport and that transit visas could continue to be issued to bonafide Indian passengers for a stay valid upto 72 hours.

Issue of Commemorative Postal Stamps

554. SHRI SYED SHAHABUDDIN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the particulars of the special and commemorative stamps issued during 1990-91, including their date of issue;

(b) the programme for 1991-92; and

(c) the names of the eminent personalities honoured during 1990-91, with the reasons for such honour being extended in that year and for the selection of the date of issue in each case?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) Commemorative/Special Postage stamps issued during the year 1990 and during the period from January, 1991 to June 1991 including their dates of issue, are listed in Statement-I and Statement-II respectively.

(b) Tentative Programme for the remaining period of 1991 (July to December, 1991) is placed at Statement III. The programme for the year 1992 is yet to be finalised and announced.

(c) The details in this regard are given in Statement-IV.

STATEMENT I

Commemorative/Special Postage Stamps issued during the year 1990

<i>Sl. No.</i>	<i>Subject</i>	<i>Date of Issue</i>
1.	Dr. M.G. Ramachandran	17-1-90
2.	Sukhna Shramdan, Chandigarh	29-1-90
3.	The Bombay Sappers Presentation of Colours	21-2-90
4.	Asian Development Bank	02-5-90
5.	150th Anniversary of First Postage Stamp	06-5-90
6.	Ho Chi Minh	17-5-90
7.	Chaudhary Charan Singh	29-5-90
8.	Indian Peace Keeping Force	30-7-90
9.	Indian Council for Agriculture Research	31-7-90

<i>Sl. No.</i>	<i>Subject</i>	<i>Date of Issue</i>
10.	Khudiram Bose	11-8-90
11-12.	Indo-Soviet Issue	16-8-90
13.	K. Kelappan	24-8-90
14.	Care for the Girl Child	05-9-90
15.	International Literacy Year	08-9-90
16.	Safe Water	10-9-90
17.	Pundit Sunder Lal Sharma	28-9-90
18-21.	XI Asian Games	29-9-90
22.	A. K. Gopalan	1-10-90
23.	3rd & 5th Battalion-the 5th Gorkha Rifles (F.F.)	1-10-90
24.	Suryamal Mishran	19-10-90
25.	Children's Day	14-11-90
26.	B.S.F.	30-11-90
27-28.	Greetings	17-12-90
29-31.	Cities of India	24-12-90
32.	Bhakta Kanakadas	26-12-90
33-34.	Tercentery of Calcutta	28-12-90
35.	Dayaneshwari	31-12-90

STATEMENT II

Commemorative/Special Postage Stamps issued during the Period from January to June 1991

<i>Sl. No.</i>	<i>Subject</i>	<i>Date of Issue</i>
1.	Banaras Hindu University	20-1-91
2.	Road Safety	30-1-91
3.	7th Triennale 91	12-2-91
4.	Jagannath Sunkersett	15-2-91
5.	Tata Memorial Centre	28-2-91
6-7.	Marine - Mammals (River Dolphin/Sea Cow)	4-3-91
8.	Beware of Drugs	5-3-91
9.	World Peace	7-3-91
10.	Indian Remote Sensing Satellite— IA	18-3-91
11.	Babu Jagivan Ram	5-4-91
12.	Dr. B.R. Ambedkar	14-4-91

<i>Sl. No.</i>	<i>Subject</i>	<i>Date of Issue</i>
13-16.	Tribal Dances	30-4-91
17.	Ariyakudi Ramaunja Iyengar	18-5-91
18.	Karpoori Thakur	30-5-91
19-20.	Antarctic Treaty (1961-1991)	23-6-91
21-22.	New Delhi-Diamond Jubilee	25-6-91
23.	Sri Ram Sharma Acharya	27-6-91

STATEMENT III

Tentative Programme for issue of Commemorative/Special Postage Stamps during the remaining part of the year 1991

<i>Sl. No.</i>	<i>Months</i>	<i>Theme</i>
1-2.	July	Cartoons—Shankar Pillai
3.	August	Visit India Tourism Year
4.	Do.	Sriprakash
5.	Do.	Gopinath Borodoloi
6.	Do.	Rajiv Gandhi
7.	Do.	Jain Muni Mishrimalji
8-9.	Do.	Greetings
10.	September	Jayshankar Prasad
11.	Do.	Mahadevi Verma
12-17.	Do.	Orchids
18.	Do.	Commonwealth Parliamentary Conference
19.	October	Gorkha Regiment
20-21.	Do.	Handicrafts—Kamala Devi Chattopadhyay
22-25.	November	Yoga
26.	Do.	Children's Day
27.	Do.	18th Cavalry
28.	Do.	International Conference on Youth Tourism
29-32.	December	Adventure Sports
33.	Do.	W.A. Mozart
34.	Do.	Bharati Bhavan Library
35-40.	Do.	Ragmala Paintings
41.	Do.	Asit Kumar Haldar
42-43.	Do.	INPEX-91/Rocket Mail/Air Mail Post Card
44.	Do.	Communal Harmony

STATEMENT IV

<i>Sl. No.</i>	<i>Name of the personality</i>	<i>Reasons for issue of the stamp during the year</i>
----------------	--------------------------------	---

Issued during the year 1990

1.	Dr. M.G. Ramachandran	83rd birth Anniversary
2.	Ho Chi Minh	Birth Centenary
3.	Chaudhary Charan Singh	3rd death anniversary
4.	Khudiram Bose	82nd death anniversary during birth centenary year
5.	K. Kelappan	101st birth anniversary
6.	Sunderlal Sharma	50th death anniversary
7.	A.K. Gopalan	86th birth anniversary
8.	Suryamall Mishran	175 birth anniversary
9.	Bhakta Kanakadas	502 year of birth as advised by the State Government

Issued from January 1991 to June 1991

1.	Jagannath Sunkersett	125th year of death
2.	Babu Jagivan Ram	83rd Birth Anniversary
3.	Dr. B.R. Ambedkar	Birth Centenary
4.	Ariyakudi Ramanuja Iyengar	Birth Centenary Year
5.	Karpoori Thakur	67th year of birth
6.	Shri Ram Sharma Acharya	Proposed for his death anniversary but the release was postponed by a few days.

World Bank Assistance for Sardar Sarovar Project

555. SHRI SHANKERSINH VAGHELA: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the World Bank had asked for certain clarifications regarding persons resettlement and rehabilitation of persons affected/likely to be affected by the Sardar Sarovar Project;

(b) if so, whether the necessary clarifications have since been furnished to the World Bank;

(c) the extent of financial assistance agreed to by the World Bank for this project;

(d) whether some amount has already been released by the World Bank for this project; and

(e) if so, the details thereof and if not, the time by which it is likely to be released?

THE MINISTER OF WATER RESOURCES (SHRI VIDYA CHARAN SHUKLA): (a) Yes, Sir.

(b) Yes, Sir. The review mission, after extensive field tours and discussions with both the States and Government of India officials, were satisfied with the clarifications given.

(c) For Sardar Sarovar Project, the World Bank has extended a credit of SDR 249.2 million and a loan of \$ 200

million under two separate agreements together; one for the dam and powerhouse and the other for the canal portion.

(d) and (e) The cumulative utilisation till end of June, 1991 has been US \$ 194.998 million.

Sub-Foreign Post Office at Surat

556. SHRI KASHIRAM RANA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether a Sub-Foreign Post Office at Surat has been opened; and

(b) if not, the reasons for the delay?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) No, Sir.

(b) Arrangements to open the office could not be finalised because of administrative reasons.

[Translation]

Promoting Use of Manures

557. SHRI RAM PUJAN PATEL: Will the Minister of AGRICULTURE be pleased to state:

(a) whether agricultural land where cow dung, compost and manures are used has more water retention capacity than the land where chemical fertilizers are being used; and

(b) if so, the steps the Government propose to take to promote the use of manures which will in turn reduce the cost of agricultural production?

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

(b) State Governments are regularly advised to take adequate steps to increase the production and use of organic manures.

[English]

Flood Assistance to Maharashtra

558. SHRI RAM NAIK: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government are aware of the large scale damage caused to the property in Bombay due to heavy rains and resultant floods during the first week of June, 1991;

(b) if so, whether the Government of Maharashtra has sought assistance from the Union Government to meet the situation;

(c) if so, the details of the assistance sought and provided by the Union Government;

(d) whether the Union Government propose to send a Central team to assess the damage; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI MULLAPPALLY RAMACHANDRAN): (a) The Government of Maharashtra have reported the following damage due to the heavy rains in Bombay in the first week of June, 1991:—

(i) No. of persons died	54
(ii) No. of destitutes	205
(iii) No. of huts fully damaged	5
(iv) No. of houses partially damaged	44
(v) Total loss	Rs. 54.50 lakhs (approximately)

(b) No, Sir.

(c) Does not arise.

(d) No, Sir.

(e) Under the revised scheme for financing relief expenditure introduced from 1-4-90, on the recommendations of the 9th Finance Commission, a Calamity Relief Fund (CRF) has been created for each State with an

allocated amount, 75% of which is contributed by the Central Government as non-plan grant in four quarterly instalments and 25% is contributed by the State Govt. With the creation of Calamity Relief Fund, the State Government is required to meet all expenditure on management of natural calamities. The earlier system of sending Central teams to assess damages and the requirements of central assistance is no longer in force.

Maharashtra State has been allocated Rs. 44.00 crores on annual basis under Calamity Relief Fund. For 1991-92, Rs. 16.50 crores has been released towards Central share, in two quarterly instalments.

Maharashtra-Karnataka Border Dispute

559. SHRI DHARMANNA MONDAYA SADUL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the progress made in the settlement of border dispute between Maharashtra and Karnataka::

(b) whether the Union Government propose to have the issue discussed at a meeting of the Chief Ministers of both the States;

(c) if so, when?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M. M. JACOB): (a) to (c) The Government of India are of the view that this border problem could be resolved only with the willing co-operation of the concerned State Governments. Towards this end, the Central Government will be glad to render assistance to them.

Bilateral Relations with China

560. SHRI PRAKASH BABU VASANTHRAO PATIL: Will the Minister of EXTERNAL AFFAIRS be pleased to state the details of recent steps taken by the Union Gov-

ernment to improve the bilateral relations with China?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI MADHAVSINH SOLANKI): Since the visit of the then Prime Minister Shri Rajiv Gandhi to China in December 1988, there has been a marked improvement in India-China relations. The high level political dialogue with China on matters of mutual concern has gathered momentum. The Chinese Foreign Minister visited India in March 1990 and the then External Affairs Minister visited China in February 1991. The scale of scientific, technical and cultural exchanges has been steadily expanded. The Cultural Exchange Programme for 1991-93 has been signed in March 1991. Agreement has been reached in principle on reopening Consulates General in Shanghai and Bombay, and also to resume border trade.

The Chinese Premier Mr. Li Peng has been invited to visit India.

Both Governments are agreed that sincere efforts should be made to seek a fair, reasonable, and mutually acceptable settlement of the boundary question. A Joint Working Group has been set up to deal with the subject. The Group has held three meetings so far, during which the two sides have enhanced their understanding of each other's approach to the solution of the boundary question. Measures for strengthening peace and tranquility in the border areas have also been discussed.

Inclusion of Manipuri Language in Eighth Schedule of Constitution

561. SHRI K. P. UNNIKRISHNAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Union Government are aware of the demand of people of Manipur to include Manipuri language in the Eighth Schedule of the Constitution; and

(b) if so, the decisions, if any, taken by the Government in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M.M. JACOB): (a) Yes, Sir.

(b) Government are of the view that inclusion of more languages in the Eighth Schedule would create other repercussions and reactions. However, it will continue to be the endeavour of the Government to develop the cultural and literacy heritage of all the languages irrespective of their being included in the Eighth Schedule or not.

[Translation]

Acquisition of Disputed Land at Ayodhya

562. SHRI RAM VILAS PASWAN:

SHRI E. AHAMAD:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government propose to acquire the disputed area in Ayodhya in order to maintain the status quo; and

(b) if so, the steps being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M. M. JACOB): (a) No, Sir.

(b) Does not arise.

Flood Control Scheme in Bihar

563. SHRI TEJ NARAYAN SINGH: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Government of Bihar has submitted any scheme to the Union Government for Control of floods in the State?

(b) if so, the details thereof; and

(c) the action taken in this regard so far?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) to (c) 21 flood management schemes costing Rs. 134 crores have been received from Bihar. Examination of 2 schemes is yet to be completed. One scheme has been recommended to the Planning Commission and observations of Ganga Flood Control Commission on others have been sent to the State Government.

[English]

Alleged Irregularities in IVRI, Bareilly

564. SHRI SANTOSH KUMAR GANGWAR: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the CBI has submitted its preliminary report on the alleged irregularities committed by the former Director, Indian Veterinary Research Institute, Izzatnagar, Bareilly;

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

(c) if not, the reasons therefor; and

(d) the time by which the final report is likely to be submitted?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI K.C. LENKA): (a)

(b) Does not arise.

(c) and (d) CBI has registered a case and investigation has started. No time limit for submission of the final report has been fixed.

Withdrawal of Subsidy on Agricultural Implements

565. DR. KARTIKESWAR PATRA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government propose to withdraw the subsidy on agricultural implements; and

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

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI MULLAPALLY RAMACHANDRAN): (a) There is no such proposal at present.

(b) Question does not arise.

[Translation]

Waiting List for Telephone Connections

566. SHRI DILEEP SINGH BHURIA:

SHRI KODIKUNNIL SURESH:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of applications on the waiting list for telephone connections in the country at present;

(b) the number of persons who have been on the said waiting list for more than three years;

(c) the number of telephone connections proposed to be provided during 1991, State-wise; and

(d) the concrete plan and time by which the remaining applicants are likely to be provided with telephone connections?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) 2116565 as on 30-6-91.

(b) Information is being collected and will be placed on the Table of the House.

(c) Statement is given below.

(d) This waiting list is proposed to be cleared by expansion of telephone network during 8th Plan period.

STATEMENT

<i>Sl. No.</i>	<i>Name of the Unit</i>	<i>Telephone connection Total addition</i>
I. METRO DISTRICTS		
1.	Bombay	46244
2.	Delhi	70169
3.	Calcutta	35192
4.	Madras	8811
	Total	160416
II. TELECOM CIRCLES		
5.	Andhra Pradesh	37771
6.	Assam	16299
7.	Bihar	22747
8.	Gujarat	45323
9.	Haryana	17371
10.	Himachal Pradesh	8283
11.	Jammu & Kashmir	3987
12.	Karnataka	32309
13.	Kerala	40445

Sl. No.	Name of the Unit	Telephone connection Total addition
14.	Madhya Pradesh	59088
15.	Maharashtra	65977
16.	North East	8679
17.	Orissa	9589
18.	Punjab	25458
19.	Rajasthan	36797
20.	Tamil Nadu	25327
21.	Uttar Pradesh	68932
22.	West Bengal	15533
	Total	539915
	Grand Total	700331

[English]

Opening of New Post Offices in Thane District of Maharashtra

567. PROF. RAM KAPSE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to increase the number of post offices/sub-post offices in Thane district of Maharashtra; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) Yes Sir.

(b) (i) 5 Extra Departmental Branch Post Offices which were sanctioned under the Annual Plan 1990-91 will be opened in 1991-92.

(ii) Besides, it is proposed to open 10 more Extra Departmental Branch Post Offices and 4 Departmental Sub-Post offices in Thane District during 1991-92.

Supply of Steel to Small Scale Industries

568. SHRI KADAMBUR M. R. JANARTHANAN: Will the Minister of STEEL be pleased to state:

(a) whether small scale industries are not supplied steel at Government controlled rates in proportion to their requirements; and

(b) if so, the steps taken by the Government to supply adequate quantity of steel to small scale industries at controlled rates?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV) (a) and (b) There is no Government controlled rate for iron and steel. Prices of certain categories of iron steel are fixed by the Joint Plant Committee (JPC) and those materials are distributed in terms of the Distribution Guidelines of JPC. JPC categories of materials are supplied to small scale industrial units either through Small Scale Industries Corporations (SSICs) of States/Union Territories concerned or directly by the main producers at the prices fixed by JPC. Actual supplies of different categories of iron and steel to individual units depend upon the availability with the main producers.

[Translation]

Forged Passports

569. SHRI MOHAMMAD ALI ASHRAF FATMI:
SHRI RAM LAKHAN SINGH YADAV:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of cases where forged passports were detected by the Government during the last three years, year-wise; and

(b) the remedial measures taken or proposed to be taken in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI MADHAVSINH SOLANKI): (a) Information is being collected from the State Governments and other concerned departments.

(b) From August 1990 a More Secured Passport (MSP) has been introduced in India. The MSP is being progressively introduced in Missions/Posts abroad.

[English]

Use of Water Resources

570. **SHRI H. D. DEVEGOWDA:** Will the Minister of WATER RESOURCES be pleased to state:

(a) the total quantum of economically utilisable water available in the country;

(b) the quantum of water already used so far; and

(c) the amount required to use the remaining quantum of economically utilisable water?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) and (b) The total utilisable quantity of water in the country both from surface and ground water is about 1140 billion cubic metre of which about 552 billion cubic metre is being presently utilised.

(c) The amount required for the development of economically utilisable waters for the different uses together has not been estimated.

New Schemes for Development of Agriculture in Kerala

571. **SHRI K. MURALEEDHARAN:** Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government propose to launch new schemes for the development of agriculture in Kerala;

(b) if so, the details thereof; and

(c) the time by which these schemes are proposed to be launched?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI MULLAPPALLY RAMACHANDRAN): (a) to (c); New Schemes for development of arecanut and cocoa, development of fertiliser use in low consumption rainfed areas, development of offshore pelagic fishing, procurement of marine patrol boats for enforcement of Marine Fishing Regulation Act, Strengthening of Inland fish marketing infrastructure by State level organisations, Introduction of Ply crafts, etc. are proposed to be taken up in Kerala during 1991-92.

Policy of Land Use

572. **SHRI SRIBALLAV PANIGRAHI:** Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Union Government are aware that the coastal eco-system are being threatened due to influx of human population along coastal area;

(b) if so, the steps the Government propose to save the coastal eco-system;

(c) whether the Government propose to mark areas for conservation and intensification of agriculture;

(d) whether Government are considering a policy on land use; and

(e) if so, the salient feature thereof?

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

(b) and (c): In terms of notification dated 20-2-1991 of Ministry of Environment and Forests, under Environmental Protection Act 1986 and rules thereunder, activities in the Coastal Regulation Zone are regulated by imposing restrictions on industries, operations and processes. The Ministry of Ocean Development is regularly monitoring the chemistry of coastal waters and

the various Pollution Control, Boards are appraised of the pollutants, as and when they are found to exceed the standard/safe limits.

(d) and (e) National Land Use Policy Outline was approved by National Land Use and Wastelands Development Council under the Chairmanship of the Prime Minister on 6th February, 1986. The details of the policy are given in the statement below:

STATEMENT

National Land use Policy outline

1. Land Use Boards at the State level should be revitalised. Wherever they do not exist, they must be created.
2. Land Use Policy must be evolved by all users of land within Government jointly and must be enforced on the basis of both legislation for enforcing land use as well as their promotional and preserving methods.
3. Urban Policy must be restructured so as to ensure that highly productive land is not taken away. Town planning should also provide for green belts.
4. A national campaign should be launched for educating the farmers and Government Departments about the need to conform to an integrated land use policy.
5. Cropping pattern should be reviewed specially in drought prone desert areas, so that maximum advantage is taken of improved soil and water management practices.
6. Land and soil surveys should be completed and inventory of land resources should be prepared in each State so that resources allocation is based on a reliable data base.
7. Heavy penalties should be imposed against those who interfere with land resources and its productivity. It must be recognised that environmental protection cannot succeed unless this is done.
8. The problems of water logging, salinity and alkalinity must be brought under control by the use of appropriate technologies and by the adoption of proper water management practices.
9. The management of Command Areas should be reviewed, restructured and revitalised within a specified time limit so that water is used efficiently. Necessary investment for treating the catchments must be met to prevent the collapse of irrigation system due to premature siltation.
10. Technologies relating to dry farming, land shaping and water harvesting must be propagated and adopted in the interest of moisture conservation and optimal use.
11. Special programmes of conservation and afforestation in the desert areas and of reclamation and rehabilitation in the ravine areas must be launched with greater vigour in order to prevent wind and water erosion.
12. The practice of shifting cultivation should be controlled in order to protect valuable forests.
13. Land use planning should be integrated with rural employment programmes in such a manner that loans and subsidies are given only for those productive activities which represent efficient land use.
14. Rights of tribals and poorer sections on common land should be protected through legal and administrative structures.
15. Stall feeding should be popularised, especially in such areas where grazing land is already degraded.
16. Special Fodder Development Programme in selective blocks should

be launched together with a livestock Development Programme. The aim should be to limit the livestock population to economically productive stock.

17. Plantations for meeting commercial and industrial needs should preferably be located far away from the habitat.

18. The policy of supplying forest raw materials on subsidised basis to users other than the rural poor should be reviewed so that raw material is supplied at the prevailing market price, with a view to induce such users to go in for massive afforestation programmes, as also to motivate small and marginal farmers to grow forest based raw material for industry at remunerative prices.

19. The use of alternative packaging material, such as corrugated card boards, plastic bags, etc. instead of wooden packaging, must be explored and encouraged.

[Translation]

Agriculture University Status to Raja Balwant Singh College Agra

573. SHRI BHAGWAN SHANKAR RAWAT: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government propose to convert Raja Balwant Singh College Bichpuri, Agra into a national level Agriculture University; and

(b) if so, when and if not the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI K. C. LENKA) : (a) No, Sir.

(b) Already there are three agricultural universities in Uttar Pradesh. Setting up of another agricultural university does not appear to be necessary from the point of view of manpower requirements.

[English]

Freedom Fighters in the Country

574. SHRI RAMESH CHAND TOMAR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of freedom fighters in the country till date and the amount being spent on them annually;

(b) whether existence of bogus freedom fighters have come to the notice of the Government;

(c) if so, the action taken or proposed to be taken by the Government;

(d) whether any high power committee has been constituted to probe into the matter; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M. M. JACOB) : (a) Freedom Fighters' pension has been sanctioned to 1,59,101 persons till 30-6-1991. Actual expenditure incurred during 1989-90 was Rs. 127,93,89,132 (Rupees One hundred twentyseven crores, ninety three lakhs, eighty nine thousand, one hundred and thirtytwo only). This includes the expenditure incurred on free Railway Passes to the freedom fighters and in running Freedom Fighters' Home.

(b) and (c) Some cases of non genuine persons applying for freedom fighters' pension on the basis of fabricated documents have come to the notice of the Government. Such cases are got investigated through the State Governments and Central agencies. If the applicant is not found genuine and eligible for pension under the Freedom Fighters' Pension Scheme, the pension is cancelled.

(d) No, Sir.

(e) Does not arise.

Population of Nepali Speaking Indians

575. SHRIMATI DIL KUMARI BHANDARI: Will the Minister of HOME AFFAIRS be pleased to state the population of the Nepali-speaking Indian people according to 1991 Census State-wise and Union Territory-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMEN-TARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M. M. JACOB): The population of Nepali-speaking people in India is yet to be tabulated.

[Translation]

Talks with Nepal on Control of Floods in North Bihar

576. SHRI NAWAL KISHORE RAI: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Union Government propose to hold talks with the Govern-ment of Nepal on matters relating to control of floods in North Bihar; and

(b) if so, the details thereof?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHA-RAN SHUKLA): (a) and (b) Talks were held in the second meeting of the Indo-Nepal Sub-Commission on Water Resources in April, 1991. The next meeting will be held on the dates mutually convenient to India and Nepal.

[English]

**Subsistence allowance to Extra De-
partment Employees**

577. PROF. PREM DHUMAL: Will the Minister of COMMUNICA-TIONS be pleased to state:

(a) whether subsistence allowance is paid to extra departmental employees when they are removed from their work as per the decision of Central Administrative Tribunal, Bangalore;

(b) if so, the amount thereof; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNI-CATIONS (SHRI P. V. RANGAY-YA NAIDU): (a) No, Sir.

(b) Does not arise.

(c) The special leave petition filed by the Department has been admitted

by the Supreme Court and the matter is subjudice.

Fire in Vigyan Bhavan

578. SHRI SANAT KUMAR MANDAL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the outcome of the inquiry con-ducted into the devastating fire in Vigyan Bhavan on April 16, 1990;

(b) whether there are differences among the experts of inquiry Com-mittee with regard to the causes of fire; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMEN-TARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M. M. JACOB): (a) to (c) A Committee was appointed by the Administrator, Union Territory of Delhi to inquire into the incident of fire in Vigyan Bhavan on 16-4-1990. The report of the Com-mittee was submitted on 25-7-90. The cause of fire in Vigyan Bhavan could not be pin-pointed by the Committee. The matter was referred again to the Committee and the members have re-cently given their individual views on the cause of fire. The report of the members of the Committee is under examination in the Delhi Administra-tion.

**Irregularities in Construction of Tele-
phone Exchange Building at Kandiv-
villi (Bombay)**

579. SHRI SANAT KUMAR MANDAL: Will the Minister of COMMUNICATIONS be pleased to refer to the reply given to Unstarred Question No. 1271 on January, 3, 1991 and State:

(a) the outcome of the enquiry made into the irregularities in con-struction of telephone exchange build-ing at Kandivilli, Bombay and whether the guilty officers involved have been identified;

(b) if so, the details thereof and the action taken or proposed to be taken against them; and

(c) if the report has not yet been received the reasons for delay and the steps being taken to expedite the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) Information called for by the Central Vigilance Commission has been collected and has been forwarded to them for their consideration and advice. The same is awaited. Guilty officers, if any, are yet to be identified.

(b) In view of reply to question (a) above, taking action against any official does not arise at this stage.

(c) Does not arise in view of reply to (a) above.

Independent Jail Manual for Delhi

580. **SHRI SANAT KUMAR MANDAL:** Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the attention of the Government has been drawn to the news-item captioned "Hang the convict spare the corpse" appearing in the 'Indian Express' dated April 16, 1991;

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

(c) whether any independent Jail Manual for the Union Territory of Delhi has been made after independence;

(d) if not, whether the century-old provisions in the Punjab Jail Manual are being followed; and

(e) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M. M. JACOB): (a) and (b) A news item appeared in the "Indian Express" in its issue of April 16, 1991, regarding

a public interest petition moved before the Supreme Court by a human rights activist criticising hanging as a mode of execution. The petitioner is stated to have urged the adoption of "painless" methods of execution.

(c) to (e) The Union Territory of Delhi has its own Jail Manual known as the 'Delhi Prison Manual' and the rules thereunder were notified in 1988.

Production of Steel by SAIL Plants

581. **SHRI BHAGEY GOBARDHAN:** Will the Minister of STEEL be pleased to state:

(a) the monthly target and actual production of hot metal, ingot steel, saleable steel and saleable pig iron respectively in SAIL plants, during 1990-91 and upto June, 1991;

(b) the month-wise capacity utilisation during the aforesaid period in respect of each product; and

(c) the reasons for shortfall if any, and the steps taken or being taken for achieving the target in each category?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) and (b) The information for the period April '90 to March '91 and for the period April-June, '91 has been furnished in Statements I and II respectively.

(c) The major reasons for shortfall were the deficiencies in coal and power supplies, both in qualitative and quantitative terms. Besides, industrial relation problems, poor health of equipment and managerial deficiencies also played a part. Among the steps taken for achieving the production targets are the constant inter-action with suppliers of indigenous coal and power to improve supplies, better management of imported coking coal, increased captive power generation, modernisation and better maintenance of plant and equipment and inculcation of better discipline. During the current year, SAIL have met their production targets so far except for Crude Steel.

STATEMENT I

Production of SAIL Plants in 1990-91

(BHILAI STEEL PLANT)

('000 tonnes)

Item	Apr.	May	Jun.	July	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Total
Hot Metal	300	284	265	321	302	289	302	289	302	305	294	347	3600
Plan													
Actuals	300	267	301	306	237	283	298	289	304	341	294	329	3549
Cap. Util	89	77	90	88	68	84	86	86	88	98	94	95	87
Crude Steel Total	304	293	272	320	310	295	306	290	312	314	297	337	3650
Plan													
Actuals	296	254	282	297	228	287	305	295	304	345	287	330	3511
Cap. Util	90	75	86	87	67	87	90	90	90	102	94	97	88
Saleable Steel	203	206	203	251	247	210	255	249	258	259	239	270	2850
Plan													
Actuals	214	179	195	220	223	225	250	233	248	270	245	292	2795
Cap. Util	83	67	75	82	33	87	93	90	93	101	101	109	89
Saleable Pig Iron	11	5	5	17	7	8	10	12	6	5	11	24	121
Plan													
Actuals	5	10	21	13	5	1	3	1	6	6	14	12	96

STATEMENT I—Contd.

(DURGAPUR STEEL PLANT)

(‘000 tonnes)

Item	Apr.	May	Jun.	July	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Total
Hot Metal													
Plan	88	96	93	96	96	93	96	93	96	103	80	98	1125
Actuals	95	69	80	87	81	83	82	81	77	87	73	77	972
Cap. Util	99	69	83	88	82	87	82	84	78	88	81	78	83
Crude Steel Total													
Plan	79	82	82	80	83	84	86	84	86	88	78	88	1000
Actuals	74	65	70	74	73	68	74	73	78	80	66	80	875
Cap. Util	78	67	74	76	74	72	76	77	80	82	75	82	76
Saleable Steel													
Plan	62	60	45	58	67	62	66	65	69	68	60	70	750
Actuals	64	56	46	56	50	48	67	56	66	76	65	76	727
Cap. Util	83	71	60	70	63	62	84	73	83	95	90	96	78
Saleable Pig Iron													
Plan	10	14	11	16	13	10	11	10	11	16	4	11	135
Actuals	19	2	8	9	5	14	7	7	3	7	6	2	87

STATEMENT I—Contd.

(ROURKELA STEEL PLANT)

('000 tonnes)

Item	Apr.	May	Jun.	July	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Total	
Hot Metal	Plan	108	90	118	124	124	120	124	124	124	112	124	1412	
	Actuals	108	93	92	97	106	98	113	114	122	129	116	137	1325
	Cap. Util	93	78	79	81	88	84	94	98	102	108	107	114	94
Crude Steel Total	Plan	107	89	117	123	123	119	123	123	123	111	123	1400	
	Actuals	100	86	86	90	102	94	108	109	113	117	109	132	1246
	Cap. Util	84	70	71	73	83	78	88	91	92	95	98	106	86
Saleable Steel	Plan	82	60	74	87	94	93	97	92	93	99	89	100	1060
	Actuals	77	61	63	87	90	91	97	92	102	103	94	129	1087
	Cap. Util	80	62	66	88	91	95	98	96	103	103	105	129	93
Saleable Pig Iron	Plan	3	2	4	4	4	3	4	3	4	4	3	3	40
	Actuals	7	3	4	5	4	2	4	3	6	6	2	3	50

STATEMENT I—Contd.

(BOKARO STEEL PLANT)

('000 tonnes)

Item	Apr.	May	Jun.	July	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Total
Hot Metal	324	276	267	281	347	324	347	333	347	347	310	347	3850
Plan													
Actuals	256	242	231	240	261	260	280	285	305	314	275	319	3267
Cap. Util	68	62	61	62	67	69	72	76	78	81	78	82	71
Crude Steel Total	270	275	270	280	290	285	295	285	295	295	265	295	3400
Plan													
Actuals	204	203	188	207	225	218	240	244	264	267	248	296	2806
Cap. Util	62	60	57	61	66	66	71	74	78	79	81	87	70
Saleable Steel	168	242	236	244	245	236	242	237	242	243	222	243	2800
Plan													
Actuals	170	131	170	204	201	185	209	220	230	230	205	272	2426
Cap. Util	66	49	65	76	75	71	78	85	86	86	84	102	77
Saleable Pig Iron	49	..	..	..	53	36	48	45	48	48	43	48	418
Plan													
Actuals	28	21	33	22	33	30	26	27	29	38	25	21	332

STATEMENT I Contd.

(INDIAN IRON & STEEL COMPANY LTD)

('000 tonnes)

Item	Apr.	May	Jun.	July	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar. Total	
Hot Metal	51	53	50	52	52	50	54	52	57	57	49	57	630
Plan													
Actuals	53	59	55	56	62	58	57	58	64	62	60	67	711
Cap. Util	101	109	107	106	115	112	106	113	119	116	125	126	113
Crude Steel	27	28	27	28	28	27	29	28	30	30	27	30	340
Plan													
Actuals	19	23	23	21	25	25	23	29	35	33	32	37	324
Cap. Util	69	80	81	71	85	91	80	102	120	114	122	128	95
Saleable Steel	24	27	29	27	29	31	30	27	29	29	26	31	339
Plan													
Actuals	24	24	25	22	25	26	22	27	32	33	31	28	329
Cap. Util	86	83	89	78	86	95	77	98	112	115	118	130	97
Saleable Pig Iron	18	18	17	18	18	17	19	18	20	20	17	20	218
Plan													
Actuals	27	28	25	28	29	24	24	26	26	23	24	25	308

STATEMENT I—Concl'd.

(STEEL AUTHORITY OF INDIA LIMITED)

('000 tonnes)

Item	Apr.	May	Jun.	July	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar. Total
Hot Metal	871	798	792	873	920	875	922	886	925	936	845	972 10617
Plan												
Actuals	811	730	759	786	747	782	829	827	872	933	819	930 9825
Cap. Util.	83	72	78	78	74	80	82	85	87	93	90	92 83
Crude Steel	787	767	768	831	834	810	839	806	846	850	778	873 9790
Plan												
Actuals	694	632	648	689	652	692	750	750	794	843	742	875 8762
Cap. Util.	77	68	72	74	70	77	81	84	86	91	89	94 80
Saleable Steel	538	594	587	608	682	632	690	670	691	698	636	714 7799
Plan												
Actuals	550	452	499	590	589	576	645	629	679	711	639	806 7365
Cap. Util.	76	61	69	79	79	80	87	87	91	96	95	108 84
Saleable Pig Iron	91	39	37	55	95	74	92	87	89	92	78	105 932
Plan												
Actuals	85	62	91	78	76	72	64	63	68	81	71	63 873

STATEMENT II

Production of SAIL Plants in First Quarter of 1991-92

('000 tonnes)

(BHILAI STEEL PLANT)

(DURGAPUR STEEL PLANT)

Item	Apr. May Jun.			Item	Apr. May Jun.				
	Apr.	May	Jun.		Apr.	May	Jun.		
Hot Metal .	Plan	300	296	290	Hot Metal .	Plan	85	87	85
	Actuals	273	255	280		Actuals	84	85	82
	Cap. Util	82	74	84		Cap. Util	88	86	85
Crude Steel Total	Plan	296	307	302	Crude Steel Total .	Plan	82	80	78
	Actuals	273	259	272		Actuals	75	66	71
	Cap. Util	83	76	83		Cap. Util	79	68	76
Saleable Steel	Plan	232	218	202	Saleable Steel .	Plan	58	57	52
	Actuals	236	218	204		Actuals	61	57	52
	Cap. Util	91	82	79		Cap. Util	79	72	68
Saleable Pig Iron	Plan	17	4	3	Saleable Pig Iron .	Plan	5	8	8
	Actuals	11	6	9		Actuals	8	16	9

STATEMENT II *Contd.*

(ROURKELA STEEL PLANT)

(BOKARO STEEL PLANT)

<i>Item</i>	<i>Apr.</i>	<i>May</i>	<i>Jun.</i>	<i>Item</i>	<i>Apr.</i>	<i>May</i>	<i>Jun.</i>
Hot Metal	90	102	84	Hot Metal	279	241	235
Plan	90	102	84	Plan	279	241	235
Actuals	102	108	95	Actuals	288	278	262
Cap. Util	88	90	82	Cap. Util	77	72	70
Crude Steel Total	90	101	84	Crude Steel Total	268	231	225
Plan	90	101	84	Plan	268	231	225
Actuals	90	98	88	Actuals	268	264	255
Cap. Util	76	79	74	Cap. Util	82	78	78
Saleable Steel	67	57	86	Saleable Steel	213	224	215
Plan	67	57	86	Plan	213	224	215
Actuals	75	68	80	Actuals	230	218	215
Cap. Util	78	69	84	Cap. Util	89	82	83
Saleable Pig Iron	2	3	3	Saleable Pig Iron	7	5	5
Plan	2	3	3	Plan	7	5	5
Actuals	7	5	2	Actuals	7	12	5

STATEMENT II—Contd.
(INDIAN IRON & STEEL CO. LTD.) (STEEL AUTHORITY OF INDIA LTD.)

Item	Apr.		May		Jun.		Item	Apr.		May		Jun.	
	Plan	Actuals	Plan	Actuals	Plan	Actuals		Plan	Actuals	Plan	Actuals	Plan	Actuals
Hot Metal	67	69	67	67	67	67	Hot Metal	821	795	821	795	761	761
Actuals	65	69	62				Actuals	813	795	813	795	780	780
Cap. Util	97	100	93				Cap. Util	82	78	82	78	79	79
Crude Steel	28	29	28	28	28	28	Crude Steel	764	748	764	748	717	717
Actuals	34	34	26				Actuals	740	721	740	721	712	712
Cap. Util	121	116	93				Cap. Util	82	78	82	78	79	79
Saleable Steel	27	24	31	31	31	31	Saleable Steel	597	580	597	580	585	585
Actuals	31	31	28				Actuals	633	593	633	593	580	580
Cap. Util	99	96	90				Cap. Util	88	80	88	80	80	80
Saleable Pig Iron	32	33	32	32	32	32	Saleable Pig Iron	62	52	62	52	50	50
Actuals	25	30	29				Actuals	58	69	58	69	54	54

[*Translation*]

Review of Sardar Sarovar Project

582. SHRI RAJENDRA AGNIHOTRI: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the World Bank has constituted any expert committee to review the construction of the Sardar Sarovar Project;

(b) if so, the details thereof and the time by which the review work is likely to be completed; and

(c) whether the Union Government was consulted by the World Bank in this regard?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) Yes, Sir. An independent review of the implementation of the Sardar Sarovar Project has been initiated by the World Bank.

(b) and (c) The independent review is expected to focus on the environmental, rehabilitation and resettlement measures under implementation. The terms of reference for the independent review have not yet been received from the World Bank.

[*English*]

Elections to MCD and Metropolitan Council

583. SHRI MADAN LAL KHURANA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether any decision has been taken to fix a maximum period upto which the M.C.D. and Metropolitan Council of Delhi can be kept under supersession as recommended by the National Commission of Urbanisation in its report;

(b) if not, the reasons therefor; and

(c) the reasons for not holding the elections to these bodies simultaneously with the elections to the Lok Sabha held recently?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M. M. JACOB): (a) to (c) The National Commission on Urbanisation has made a number of recommendations on various aspects of Urbanisation. One of the recommendations of the Commission is that the period of supersession in respect of local bodies should not exceed six months, subject to one extension for a similar period. The Delhi Municipal Corporation Act, 1957 and the Delhi Administration Act, 1966 under which the Delhi Municipal Corporation and the Metropolitan Council of Delhi have been constituted do not provide for any maximum period of supersession and dissolution respectively. There is no proposal at present to amend these Acts in this regard.

US Equation of India with Pakistan on Nuclear Issue

584. SHRI SANAT KUMAR MANDAL: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the US House of Representatives has equated India with Pakistan by voting recently to stop US aid and military equipment sales to India if it fails to halt development of nuclear weapons; and

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

THE MINISTER OF EXTERNAL AFFAIRS (SHRI MADHAVSINH SOLANKI): (a) An amendment to this effect was passed by the US House of Representatives.

(b) Government have taken note of this development and have conveyed India's concern over this issue to the US Government. Our stand on the nuclear issue has been reiterated and it has been conveyed that attempts to equate India with Pakistan in this manner are misplaced. Such attempts

indicate a tendency to gloss over the main issue which is Pakistan's single-minded pursuit of a clandestine nuclear weapons programme by wilful violation of US laws.

[*Translation*]

Telephone Exchanges in Mandsaur and Ratlam Districts of Madhya Pradesh

585. DR. LAXMI NARAYAN PANDEYA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have been urged to increase the capacity of various telephone exchanges in Mandsaur and Ratlam district of Madhya Pradesh;

(b) whether some telephone exchanges are proposed to be converted into electronic exchanges;

(c) if so, the telephone exchanges whose capacity is proposed to be in-

creased and the exchanges which are proposed to be converted into electronic exchanges; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) Yes, Sir.

(b) Yes, Sir.

(c) It is proposed to expand 6 (six) telephone exchanges and to convert 9 telephone exchanges into Electronic in Ratlam District. The details are at Statement I.

It is proposed to expand 9 exchanges and to convert 11 exchanges into Electronic in Mandsaur District. The details are at Statement II.

(d) The works at (c) above are planned to be completed during 1991-92.

STATEMENT I

Ratlam District

(a) *Exchanges planned to be expanded*

<i>Sl.No.</i>	<i>Station</i>	<i>Type</i>	<i>Expansion capacity</i>
1.	Ratlam	X-Bar	1000 lines
2.	Bamnia	Electronic	88 "
3.	Karamdi	"	88 "
4.	Rampur	"	88 "
5.	Dodhar	"	88 "
6.	Shivgarh	"	32 "

(b) *Exchanges planned to be converted to Electronic*

<i>Sl.No.</i>	<i>Stations</i>	<i>Present type</i>	<i>Conversion to</i>
1.	Alote	Manual 200 lines	Electronic 264 lines
2.	Sailana	Manual 200 lines	Electronic 264 lines
3.	TAL	MAX-III 90 lines*	Electronic 88 lines
4.	Bhabhara	MAX-III 90 lines	"
5.	Jobat	"	"
6.	Maota	MAX-III 45 lines	"
7.	Ringnod	MAX-III 45 lines	"
8.	Amba	MAX-III 25 lines	Electronic 56 lines
9.	Dhamnod	MAX-III 25 lines	Electronic 56 lines

*Electromechanical

STATEMENT II

Mandsaur District(a) *Exchanges planned to be expanded*

<i>Sl.No.</i>	<i>Stations</i>	<i>Type</i>	<i>Expansion capacity</i>
1.	Mandsaur	MAX-II*	420 lines
2.	Ratangarh	Electronic	88 lines
3.	Singoli	„	88 „
4.	Bolia	„	88 „
5.	Daloda Mandi	„	92 „
6.	Garoth	„	92 „
7.	Jawad	„	92 „
8.	Suwasaramandi	„	92 „
9.	Kukreshwar	„	32 „

(b) *Exchanges planned to be converted to Electronic*

<i>Sl.No.</i>	<i>Stations</i>	<i>Present type</i>	<i>Conversion to</i>
1.	Sitamau	Manual 200 lines	264 lines Electronic
2.	Deori Khawsa	MAX-III 45 lines*	88 lines Electronic
3.	Jeeram	„	„
4.	Sabakhada	„	„
5.	Palsoda	MAX-III 25 lines	56 lines Electronic
6.	Cheetakheda	„	„
7.	Balaguda	„	„
8.	Bhavgarh	„	„
9.	Sanjeet	„	„
10.	Karju	„	„
11.	Bhanpura	MAX-III 90 lines	88 lines Electronic

*Electromechanical

[English]

Indo-Pak Talks on J&K586. **SHRI ATAL BIHARI VAJ-PAYEE:****SHRI LAL K. ADVANI:**

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the attention of the Government has been drawn to the news-item captioned "US asks Pak to stop aid to ultras" appearing in the "Times of India" dated March 3, 1991;

(b) if so, whether the Government have received any information about the response of Pakistan to the US advice;

(c) whether any Ministerial or Official level meetings were held between India and Pakistan during the last six months to discuss the issue of activities of subversive elements of Punjab and Jammu and Kashmir in Pakistan;

(d) if so, the outcome thereof; and

(e) the further steps proposed to be taken by the Government in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI MADHAVSINH SOLANKI): (a) Yes, Sir.

(b) Pakistan's support to subversion and terrorism directed against India continues unabated.

(c) The fourth round of Foreign Secretary level talks between India and Pakistan, was held in New Delhi from 4 to 7 April, 1991 when the imperative necessity of closure of all training camps for terrorists, stoppage of supply of arms, ammunition and explosives, arrests of potential intruders and seizure of arms, denial of transit facilities to terrorists etc. was impressed upon Pakistan.

(d) There is continued evidence of terrorists receiving support from Pakistan.

(e) The fifth round of Foreign Secretary level talks is scheduled to be held in September, 1991 in Islamabad. Government will continue to avail of every opportunity to impress upon Pakistan the need to abandon its negative approach towards India, and join India in the endeavour to establish a good-neighbourly and tension-free relationship on the basis of the Simla Agreement.

Grant of Licences by Delhi Administration

587. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is also obligatory to take a licence from the civic bodies in Delhi to carry on any type of business including fair price shop, kerosene oil depot, dealership in edible oils before a licence is granted by the Delhi Administration;

(b) if so, the reasons for large number of edible oil licences holders having been granted licence by Delhi Administration without production of licence issued by civic bodies in non-conforming areas;

(c) the details of the revenue lost by the civic bodies on this account; and

(d) the remedial measures being taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMEN-TARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M. M. JACOB): (a) to (d) Information is being collected and will be laid on the Table of the House.

[Translation]

Export and Import by NAFED

588. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of AGRICULTURE be pleased to state:

(a) the details of fresh fruits and vegetables, quantity-wise, exported and imported by NAFED during 1989-90 and 1990-91;

(b) the profit and loss for these operations during those two years;

(c) the terms and conditions for appointing commission agents to market those fresh fruits and vegetables in different parts of the country;

(d) the outstanding amount to be recovered from those commission agents by NAFED during 1989-90 1990-91; and

(e) the number of commission agents black listed by NAFED not paying the outstanding amount and the steps taken to realise the same from them?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICUL-TURE (SHRI MULLAPALLY RAMACHANDRAN): (a) The details of exports of fresh fruits and vegetables comprising mainly of mango and onion respectively by National Agricultural Cooperative Marketing Federation of India Ltd. (NAFED) are as under:—

Year	Fruits	(Qty in MTs)
		Vegetables
1989-90	20.945	39675.281
1990-91	23.099	58514.431

However, NAFED did not import fresh fruits and vegetables during the above period in its own account.

(b) Profit and loss position of NAFED's exports is as under:—

(Gross Profit (+) Loss (—)		
(Rs. in Lakhs)		
Year	Fruits	Vegetables
1989-90	0.43(—)	62.57 (+)
1990-91	1.38(+)	346.96 (+)
		(Prov.)

(c) Since NAFED did not import fruits and vegetables, there was no need to appoint commission agents for the purpose.

(d) and (e) Do not arise.

[English]

Telephone Fault Complaints in Marathwada Area

589. SHRI ASHOK ANAND-RAO DESHMUKH: Will the Minister of COMMUNICATIONS/be pleased to state:

(a) the telephone fault rate per 100 stations per man in Marathwada area particularly in Porvani, Aurangabad, Manmad and Nanded districts of Maharashtra;

(b) the number of telephone complaints received during the last six months in the above districts; and

(c) the steps taken by the Government to reduce the number of complaints?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU):

(a) The telephone fault rate per 100 stations per month is as follows:

1. Marathwada area	15.55
2. Parbhani Exchange	7.82
3. Aurangabad Exchange	17.61
4. Nanded Exchange	30.44
5. Manmad Exchange	9.03

(b) Total number of complaints received on 198 during the last six months are as follows :

1. Marathwada area	41,082
2. Parbhani Exchange	1,646
3. Aurangabad Exchange	10,222
4. Nanded Exchange	11,659
5. Manmad	548

(c) Steps taken to reduce the number of complaints are as follows:

1. Rehabilitation of external plant.
2. Replacing open wires lines by cables.
3. Replacing fault prone tele-phones instruments.

Private participation in Steel Sector

590. SHRI M. V. CHANDRA-SHEKARA MURTHY: SHRI V. SREENIVASA PRASAD:

Will the Minister of STEEL be pleased to state:

(a) whether there is any proposal under consideration of the Government to allow private participation in steel sector upto 1 million tonne capacity;

(b) if so, the details thereof; and

(c) to what extent the production of steel in the country is likely to be increased?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) Yes, Sir.

(b) and (c) It has been considered necessary to allow creation of additional capacity in the private sector in order to meet the projected demand-supply gap. Applications from interested parties have been received and are being examined.

[*Translation*]

Demand for share of Ganga Waters by Rajasthan

591. SHRI GIRDHARILAL BHARGAVA: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Ganga Flood Control Commission has conducted any study about the demand of the Government of Rajasthan regarding diversion of flood waters of the river Ganga to barren areas of Rajasthan;

(b) if so, the details thereof; and

(c) the time by which the demand of Rajasthan for a share of Ganga water is likely to be met?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) to (c) In the 8th meeting of the Ganga Flood Control Board held in July, 1982 an Expert Committee was constituted with Members from Uttar Pradesh, Haryana, Rajasthan and Central Water Commission to examine if surplus flood waters of Ganga near Hardwar or Narora could be diverted to river Yamuna and to go into the scope of utilising surplus flood waters in Haryana, Rajasthan and Delhi. Government of Rajasthan submitted a proposal to the Expert Committee envisaging diversion of 1133 Cumec of Ganga water for 100 days during monsoon by constructing new barrage near Hardwar and a feeder canal therefrom up to Karnal, crossing Yamuna and joining Hansi branch of Western Yamuna canal which extends into Rajasthan territory and also diversion of about 566 cumec of Ganga waters through the existing Upper Ganga canal and Hindon barrage or by constructing a new barrage on Ganga near Bijnore and diverting through Kali West River and Hindon River to Okhla on Yamuna and picking up therefrom through Gurgaon Canal. As the report of the Expert Committee, submitted in March, 1986, did not arrive at any conclusions on the surplus water availability it was decided in the 11th meeting of the Ganga Flood Control Board held on 14th January, 1988

that the Chairman, Central Water Commission would carry out a detailed study and submit a report to the Board. Considering the water requirement for existing, under construction, approved schemes and other schemes which have been received in the Central Water Commission, the study conducted by the Central Water Commission concluded that sufficient water is not available ex Raiwala or Narora for more than 20-30 days in a year and running the proposed large size diversion canals, more than 100 kms in length, for only a short period of 20-30 days in an year will result in damages and their maintenance is likely to be very expensive making the proposal highly uneconomical and that during short periods when some surplus is available, river Yamuna also has surplus flood waters. The above report of the Central Water Commission submitted in December, 1989, was circulated to the concerned States of Haryana, Rajasthan, Uttar Pradesh and Union Territory of Delhi by the Ganga Flood Control Commission. While Delhi has no comments to offer, Uttar Pradesh and Haryana are yet to give their comments, the comments received from Rajasthan have been considered in the Central Water Commission and replies already sent to Ganga Flood Control Commission.

Indians in Pak Jails

592. SHRI RAJENDRA AGNIHOTRI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of Indian Nationals languishing in Pakistani jails and since when;

(b) whether the Government have initiated any talks with Pakistan to secure their release; and

(c) if so, the outcome thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI MADHAVSINH SOLANKI): (a) According to the information available 990 prisoners are believed to be in different jails in Pakistan.

(b) We have taken up all cases of Indian prisoners with Pakistan authorities whenever such cases are brought to our notice.

(c) As a result of our sustained efforts, 37 Indian prisoners were released and repatriated on 15-7-91. Efforts to secure the release of other Indian prisoners continue.

Construction of Dams on Dhasan and Ken Rivers

593. SHRI RAJENDRA AGNIHOTRI: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether any proposal for construction of dams on Dhasan and Ken Rivers of Uttar Pradesh and Madhya Pradesh is pending with the Union Government; and

(b) if so, the details thereof?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) and (b) No proposal for the construction of a dam on the Dhasan River has been received at the Centre. A proposal for the Ken Multipurpose Project (also known as Greater Gangau Dam) was received in July, 1982 for appraisal by the Central Water Commission. This project is an inter-State Project between Uttar Pradesh and Madhya Pradesh. As there was difference in assessment of available water resources at the dam site between the co-basin States, the project planning could not be finalised. After examination, therefore, the Central Water Commission returned the project to the Madhya Pradesh Government in February, 1987 to prepare a modified project report on the basis of finalised water availability between the two States. The two States have not reached an agreement on the quantum of water availability.

Sugarcane Production

594. SHRI RAJVEER SINGH: Will the Minister of AGRICULTURE be pleased to state:

(a) whether any steps are being taken by the Government to provide incentives to the farmers and to make them adopt new techniques for increasing sugarcane production in the country; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) Government of India provide loans out of Sugar Development Fund (SDF) to sugar undertakings through the State Governments *inter alia* for sugarcane development in sugar factory areas. Loans are granted to sugar undertakings on recommendations of State Governments for providing incentives to cultivators to switch over to improved varieties, pest control measures, rearing nurseries, irrigation etc. under sugarcane development scheme. A provision of Rs. 40 crores as loans under SDF to these undertakings has been made for implementation of the scheme during 1991-92.

Besides, Government of India provide grant-in-aid under SDF to the Indian Council of Agricultural Research for a project on "Adoptive Research on Sugarcane". The project covers the programmes on production of breeder, foundation and certified seeds in adequate quantity for continuous supply to farmers, improved management of ratoon crop for better yield in Uttar Pradesh, Bihar and Haryana and management of sugarcane crop under water-logged conditions in Eastern Uttar Pradesh and Bihar. The budgetary outlay of the project for the year 1991-92 is Rs. 414.81 lakh.

New Telephone connections in East Delhi

595. SHRI GOVINDA CHANDRA MUNDA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether new telephone connections are yet to be provided to such

persons who have been issued 'OB' number several months back from Yamuna Vihar Telephone Exchange in East Delhi;

(b) if so, the reasons therefor and whether the Government are considering to provide the facility to the persons concerned during the current year; and

(c) if so, by what time and if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) Yes, Sir.

(b) In some cases where cable pairs are not available, connections have not been provided. For the full development of the area it is necessary to instal a new exchange. Though the land for Telephone Exchange (RLU) at Yamuna Vihar was allotted by DDA on 24-1-91 the plot was not handed over because of a revision of the development scheme for this area by the DDA. This has caused delay in provision of the connections.

(c) MTNL is in continuous touch with the DDA authorities to expedite the availability of the Telephone Exchange plot. Connections will be

provided within six to eight months of the land being made available.

Thefts in North and South Avenues New Delhi

596. **SHRI GOVINDA CHANDRA MUNDA:** Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of cases of theft and looting in North and South Avenues, New Delhi registered with Delhi Police during the last two years; and

(b) the number of such cases yet to be solved and reasons for delay?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M. M. JACOB): (a) The information is contained in the enclosed statement.

(b) Only one case of theft of 1991 reported from an MP's flat in South Avenue is under investigation. Similarly, 5 cases of burglary (2 of 1990 and 3 of 1991) and 7 cases of theft of 1991 reported from houses other than MPs flats are under investigation. No delay in finalising the investigation has been noticed.

STATEMENT

<i>Head of Crime</i>	<i>Year</i>	<i>Cases reported in flats of M.P.'s in</i>		<i>Cases reported in other houses in South and North Avenue</i>
		<i>North Avenue</i>	<i>South Avenue</i>	
1	2	3	4	5
Dacoity	1989	..	..	..
	1990	..	..	..
	1991	..	..	..
	(upto 30-6-91)			
Robbery	1989	..	..	..
	1990	..	..	..
	1991	..	..	..
	(upto 30-6-91)			

1	2	3	4	5
Snatching	1989	..	..	..
	1990	..	..	..
	1991	..	..	..
	(upto 30-6-91)			
Burglary	1989	1	1	3
	1990	1	..	4
	1991	..	..	5
	(upto 30-6-91)			
Other thefts	1989	2	..	24
	1990	..	2	18
	1991	..	1	9
	(upto 30-6-91)			

[English]

Grant of Licences to Industrial and Commercial Units in Delhi

597. SHRI MADAN LAL KHURANA: Will the Minister of HOME AFFAIRS be pleased to refer to reply given to Unstarred Question No. 4766 on April 12, 1990 and state:

(a) whether the licences have since been issued to industrial and commercial units which came into operation before January 1, 1990;

(b) if not, the reasons therefor;

(c) whether a large number of industrial and commercial units have sprung up in non-conforming areas after January 1, 1990; and

(d) if so, the remedial measures being taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMEN-TARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M. M. JACOB): (a) and (b) No decision has been taken to grant licences to such units.

(c) and (d) No survey has been carried out for identifying such units.

New Telephone Connections in Kerala

598. SHRI V. S. VIJAYARAGHAVAN: PROF. K. V. THOMAS: Will the Minister of COMMUNICA-TIONS be pleased to state:

(a) the number of applications for new telephone connections pending in Kerala till date;

(b) the steps being taken to clear them;

(c) whether the Union Govern-ment have any plan to extend STD facility to more places in Kerala;

(d) if so, the details thereof, and

(e) the details of the modernisation and expansion programmes for the telephone exchanges in Kerala during the next five years?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNI-CATIONS (SHRI P. V. RANGAYYA NAIDU): (a) 186724 applicants are waiting for telephone connections as on 30-6-91.

(b) About 40,000 telephone connec-tions are planned to be provided dur-

ing 1991-92 and remaining applicants are planned to be provided connections progressively during 8th Plan.

(c) and (d) Yes, Sir. 12 stations have already been provided with STD facility during the current year. Over 40 more stations are proposed to be provided with STD facility during remaining part of 91-92.

(e) Draft 8th Plan proposals relating to expansion and modernisation of telephone exchanges for the Kerala telecom Circle envisage.

growth of network to bring down the waiting period for exchanges over 5000 lines on an average to one year and less than 5000 lines to practically on demand.

Replacement of life expired switching equipment with electronic equipment.

Provision of 60 Kms. of ducting.

Induction of digital equipment in the local network to the extent of 94% of the total equipment.

Gold Deposits in Kerala

599. SHRI V. S. VIJAYARAGHAVAN : Will the Minister of MINES be pleased to state:

(a) whether any survey has been conducted in the Nilambur area of Kerala to find out the gold and mineral deposits; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAV): (a) Yes, Sir. Geological Survey of India (GSI) and Kerala Mineral Exploration and Development Project (KMEDP) of the State Government have conducted investigations both for primary and placer gold in Nilambur area of Kerala. GSI has also carried out survey for iron ore at Korattimala about 16 kilometres North-East of Nilambur.

(b) *Gold*: Detailed exploration for primary gold by KMEDP at Maruda in Nilambur has proved a reserve of 0.5 million tonnes of auriferous reef with average grade of 4 grams per tonne.

Detailed exploration for placer gold in Chaliyar-Punnappuzha river beds has proved 2.5 million tonnes of auriferous gravels having a grade of 0.1 gram/cubic metres.

Iron Ore: A reserve of 4.63 million tonnes of iron ore has been estimated by GSI at Korattimala about 16 kilometres North-East of Nilambur.

Diplomatic Relations with Fiji

600. SHRI V. S. VIJAYARAGHAVAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether India has diplomatic relations with Fiji;

(b) whether the people of Indian origin are being treated as second class citizens in that country; and

(c) if so, the fresh initiatives being taken by the Union Government to restore their democratic rights?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI MADHAVSINH SOLANKI): (a) Yes, Sir. Although our Mission in Suva was closed on 24th May, 1990, we have not broken diplomatic relations with Fiji.

(b) The illegal Constitution promulgated by decree on 25th July, 1990 has provisions discriminating against Fijians of Indian origin.

(c) The Government of India is pursuing the matter vigorously at concerned UN organisations and Human Rights bodies. It has been raised every year at the sessions of the UN General Assembly since the Coups in 1987, at the 1990 session of the Human Rights Sub-Commission for Prevention of Discrimination and Protection of Minorities and 1991 session of the Human Rights Commission.

India continues to oppose the re-entry of Fiji into the Commonwealth.

Discrimination against Fijians of Indian origin is repeatedly raised with concerned countries at the bilateral level.

The Government also maintains active contact with the leadership of the ousted Fiji Labour Party—National Federation Party Coalition which also includes the elected representatives of Fijians of Indian origin.

Polavaram Multi-purpose Project

601. SHRI SOBHANA DRESWARA RAO VADDE: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the proposal relating to the Polavaram Multi-purpose Project is pending with the Union Government for clearance; and

(b) if so, the time by which it is likely to be cleared?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) and (b) Two project reports for the Polavaram Dam and left bank canal on the river Godavari in Andhra Pradesh and the Right bank canal were received separately in April, 1983 and March, 1984 respectively. After taking an overall view in December, 1987 on both the proposals together, it was seen that there are basic deficiencies about reliable water availability, conjunctive use of ground water, sedimentation studies, soil surveys, concurrence of Orissa and Madhya Pradesh Governments for submerging their areas and clearance under Forest (Conservation) Act, 1980. The project was therefore, considered unacceptable for further processing and was returned to the State Government. The State Government, was required to submit a combined modified project report for appraisal at the Centre. In July, 1990 only updated cost estimate was submitted by the State Government. In August, 1990 need for complete modification of the report was again reiterated by the Commission.

Modernisation of Krishna Irrigation Canal System

602. SHRI SOBHANA DRESWARA RAO VADDE: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Government of Andhra Pradesh has forwarded a scheme for modernisation of the Krishna Irrigation Canal System;

(b) if so, the details thereof and steps taken in this regard so far;

(c) whether the scheme has been posed for external assistance; and

(d) if so, the details thereof?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) and (b) A scheme for modernisation of Krishna Delta Irrigation System estimated to cost Rs. 99.67 crores was originally received in the Central Water Commission in September, 1979. In compliance of the observations of the appraising agencies, the State Government resubmitted modified and updated report estimated to cost Rs. 425 crores in December, 1985. The project envisages re-modelling and lining of irrigation canals, replacement of old structures, construction of new structures, re-modelling of drainage system in the command, conjunctive use of ground water, improvement of communication facilities and changes in cropping pattern and operation for better management. Even this project report was found wanting in respect of utilisation of water in excess of allocation by the Tribunal, inclusion of cost of utilisation of ground and recycled water in project estimates, soil survey of command water logging and salinity. Therefore, the project has been returned to the State Government in December, 1988 to comply with the observations, modify and resubmit updated project report.

(c) No, Sir.

(d) Does not arise.

Somasila Project

603. SHRI SOBHANA DRESWARA RAO VADDE: Will the Minister of WATER RESOURCES be pleased to state:

(a) when the proposals for Somasila Project Stage I and Stage II were sent by the Government of Andhra Pradesh for clearance of the Union Government;

(b) the reasons for the delay in according clearance to those proposals; and

(c) the time by which those proposals are likely to be cleared?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) Stage I of the Somasila Project was cleared by the Planning Commission in September, 1973 at an estimated cost of Rs. 17.2 crores. Subsequently, revised comprehensive project report for State I and II estimated to cost Rs. 147 crores was received in the Central Water Commission in August, 1985. Again, due to provision for extension of north and South feeder channels and distributaries, the revised estimate of the Somasila Project costing Rs. 199.1 crores was received in the Central Water Commission in December, 1987.

(b) and (c) The Central Water Commission found that the comprehensive project is deficient in respect of canal design aspects, irrigation planning, ground water utilisation, environment clearance and financial aspects. Since the State Government did not respond to the suggestions for compliance, the project has been recently returned to the State Government. Now the State Government is required to remove deficiencies indicated and update the proposal.

Tungabhadra High Level Canal Project Stage II

604. SHRI SOBHANA DRESWARA RAO VADDE: Will the Minister of WATER RESOURCES be pleased to state

(a) whether the Government of Andhra Pradesh has forwarded the proposal for the Tungabhadra High Level Canal Project Stage II for clearance of the Union Government; and

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

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) Yes, Sir.

(b) The combined Tungabhadra High Level Canal Stage II (for Karnataka and Andhra Pradesh) has already been approved by the Planning Commission in January, 1967 for a total cost of Rs. 14.56 crores. The share of Andhra Pradesh was Rs. 9.15 crores envisaging irrigation of about 55640 hectares in Andhra Pradesh. Subsequently, in February, 1985, Andhra Pradesh submitted a revised estimate for Rs. 111.7 crores for works in their territory. Its examination revealed that the scope of the project has been considerably changed by adding three reservoirs and a barrage to increase annual irrigation to about 90270 hectares. The revised project did not contain details and studies to establish the availability of waters and the viability of the project. The report was, therefore, found deficient and returned to the State Government in May, 1988 to get the hydrology of the project and working tables finalised in consultation with the Central Water Commission. The State Government is now required to prepare a revised detailed project report on the basis of the advice given by the Central Water Commission.

Australian Proposal for Aero-magnetic Survey for Exploring Minerals and Ground Water

605. SHRI BHAGEY GOBARDHAN: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether there was any proposal from the Government of Australia for Aero-magnetic survey for exploring minerals and ground water;

(b) if so, the details thereof and the decision taken by the Union Government thereon; and

(c) if no decision has been taken, the reasons therefor?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) Yes, Sir. A proposal on High Resolution Aero-Magnetic Survey as part of an integrated study for the exploration and management of ground water resources in the State of Orissa was submitted by Crown Technical Services Private Limited to the Government of Orissa.

(b) and (c) According to the approved proposal, an area of 21,500 sq. km. would be covered at an estimated cost of Rs. 3.3 crores. Of the project cost, 80% is to be covered by Australian assistance under grant and loan, while 20% of the cost is to be borne by the Government of Orissa. Phase-I would be completed in 18 months tentatively beginning October, 1991.

The proposal has been posed for assistance to the Government of Australia.

Phase-II would be taken up only after review of performance under Phase-I.

Establishment of Irrigation Finance Corporation

606. **SHRI PRAKASH BAPU VASANTRAO PATIL:** Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the proposal for the establishment of an Irrigation Finance Corporation to provide funds in the form of loans for the expeditious completion of the nationally important large irrigation projects has since been chalked out; and

(b) if so, the details thereof?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) and (b) The

proposal for setting up of an Irrigation Finance Corporation was recommended by the Working Group on Major and Medium Irrigation Programme for inclusion in the VIIIth Plan. The proposal is to provide resources by the Central Government for the Corporation in shape of equity and loans. Further, the Corporation would be given authority to raise resources from domestic and international financial agencies as well as market borrowings. The Planning Commission, however, did not favour the setting up of the Corporation. As an alternative, it has been proposed to undertake a scheme for providing special assistance for the expeditious completion of Nationally Important Irrigation Projects.

Irrigation Projects under Construction

607. **SHRI PRAKASH BAPU VASANTRAO PATIL:** Will the Minister of WATER RESOURCES be pleased to state:

(a) the number of major and medium irrigation projects in the country which are under construction as on June, 1991;

(b) whether some of these projects are running behind the schedule resulting in cost-escalation of these projects; and

(c) if so, the details thereof?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) 167 major and 287 medium approved as well as unapproved projects are under construction as in June, 1991.

(b) Yes, Sir.

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

[*Translation*]

Telephone Connections from M.P.s Quota

608. **SHRI UPENDRA NATH VERMA:** Will the Minister of COMMUNICATIONS be pleased to state:

(a) the total number of out of turn telephone connections released during 1990-91 and till date from Member's quota and the number of those connections yet to be released;

(b) whether the Government propose to release all of them; and

(c) if so, the time by which these are likely to be released?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) to (c) The total number of telephone connections released from the date of announcement of the quota system (i.e. from Jan '91) to date is about 4000. While action to provide these telephones was under way, some cases of fake out of turn sanction orders were brought to the notice by telecom field units. An investigation by Vigilance Branch was ordered in May 1991 to detect fake cases and action to provide telephones on out of turn sanctions was therefore, withheld pending completion of investigation.

Generally further action is possible only on completion of the investigations. However, in respect of recommendations made by Hon'ble Members against their quota further action for provision of telephones has been initiated separately. These phones will be installed progressively on priority subject to technical feasibility.

Persons Migrated to India from Pakistan

609. SHRI GOVINDRAO NIKAM: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether attention of the Government has been drawn to the news item captioned "Sindh Se Badi Sankhya Mein Hinduon Ka Playan" appearing in the 'Navbharat Times' dated May 6, 1991;

(b) if so, the number of persons who have migrated to India;

(c) whether the Government have held any discussions with the Govern-

ment of Pakistan for their repatriation;

(d) if so, the details thereof; and

(e) if not, whether the Government propose to rehabilitate them in India?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M. M. JACOB): (a) Yes, Sir.

(b) According to the reports available, there is no problem of significant migration of Hindus from Pakistan. Some Hindus come to India on valid passports and visas in the normal course for meeting their relatives/friends and no statistics are maintained in their case separately. Facilities for long-term stay are available to those who apply for these.

(c) to (e) Since they are not refugees, question of taking up this matter with the Government of Pakistan or providing them relief and rehabilitation facilities does not arise.

[English]

Development of Fisheries in Konkan Region

610. SHRI GOVINDRAO NIKAM: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government have any proposal for setting up pisci-culture centres in Konkan region of Maharashtra;

(b) if so, the places where these centres are proposed to be located;

(c) whether any study has been conducted for development of fisheries in Konkan region; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI MULLAPPALLY RAMACHANDRAN): (a) to (d) The information is being collected and will be laid on the table of the Sabha.

Production of Foodgrains

611. SHRI SYED SHAHABUD-DIN: Will the Minister of AGRICULTURE be pleased to state:

(a) the estimated production of foodgrains, grain-wise during 1990-91;

(b) the annual rate of growth for each grain as compared to 1980-81;

(c) the per capita availability in terms of mid-year population projection in 1990-91 and in 1980-81; and

(d) the extent to which the growth is due to rise in productivity?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) The final estimates of production of foodgrains for 1990-91 are yet to be received from some of the States. However, according to the present assessment, the estimated production of foodgrains during 1990-91 is likely to be in the range of 176.0 to 176.5 million tonnes. Crop-wise details along with estimates of production for 1980-81 and the annual rates of growth during 1980-81 to 1990-91 on point to point basis are given below:

<i>Crop</i>	<i>Production (Million tonnes)</i>		<i>Annual rate of growth during 1980-81 to 1990-91</i>
	<i>1980-81</i>	<i>1990-91 (likely)</i>	
Rice	53.7	74.6	3.39
Wheat	36.3	54.0 to 54.5	4.10
Coarse Cereals	29.0	33.4	1.42
Pulses	10.6	14.0	2.82
Total food-grains	129.6	176.0 to 176.5	3.10

(c) The per capita net availability of foodgrains for calendar years 1980, 1981 and 1990 are 410.4, 453.7 (Prov.) and 474.6 (Prov.) grams per day respectively.

(d) During the period 1980-81 to 1990-91, the increase in production of foodgrains has mainly come through rise in its productivity.

Arrest of Infiltrators

612. SHRI SYED SHAHABUD-DIN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of infiltrators apprehended by the security forces during 1990-91 along the international border and the line of actual control in J&K and other border States, sector-wise;

(b) the corresponding figures for the three preceding years;

(c) the number of infiltrators killed, sector-wise during 1990-91 and during three preceding years;

(d) the steps taken to seal the border and the line of actual control in J&K against such infiltration and ex-filtration; and

(e) the number of persons apprehended by the security forces while crossing unauthorisedly from our territory into foreign or foreign occupied territory and of those killed, during 1990-91, sector-wise and the corresponding figures for the three preceding years?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M. M. JACOB): (a) to (c) and (e) A statement is attached.

(d) The strength of security forces has been augmented, more border outposts have been established and additional observation post-towers have been constructed. BSF has been equipped with additional vehicles for intensive patrolling and sophisticated equipments for detection of infiltra-

tors. Wire-fencing and flood-lighting has been provided in selected sensitive areas. Forces have been suitably deployed in tiers to effectively curb infiltration/ex-filtration across the Line of Control/International Border in J&K to the extent possible.

STATEMENT

(a) and (b) The number of infiltrators apprehended by the security forces along the international border during the years 1988 to 1991 (upto 31st May, 1991) is, as under:—

	1988	1989	1990	1991 (upto 31st May, 1991)
Jammu (IB)	80	69	37	16
Punjab	2129	1712	602	304
Rajasthan	1207	918	336	158
Gujarat	21	15	13	9
West Bengal	23188	25736	44686	27332
Assam	102	137	227	94
Meghalaya	168	361	276	291
Mizoram	1	5856	1	123
Tripura	1193	942	2087	762
Manipur	54	296	279	79
Nagaland	..	3	..	2

(c) The number of intruders killed during the years 1988 to 1991 (upto 31st May, 1991) is, as under:—

	1988	1989	1990	1991 (upto 31st May, 1991)
Jammu (IB)	35	30	21	20
Punjab	201	265	107	22
Rajasthan	179	85	51	41
Gujarat	2	..	..	..
West Bengal	3	12	13	26
Assam	1	..	2	..
Meghalaya	2	3	2	..
Mizoram	..	..	..	..
Tripura	3	2	3	6
Manipur	..	..	..	..
Nagaland	..	..	..	..

STATEMENT—Contd.

(e) (i) The number of persons apprehended while crossing unauthorisedly from India into foreign country is given below:—

	1988	1989	1990	1991 (upto 31st May, 1991)
Jammu (IB)	36	39	37	7
Punjab	4988	7710	4576	3440
Rajasthan	3568	3079	1216	264
Gujarat	9	12	8	7
West Bengal	1098	2056	2178	812
Assam	69	102	139	218
Meghalaya	39	116	119	84
Mizoram	..	..	..	..
Tripura	284	277	452	217
Manipur	48	224	113	45
Nagaland	..	..	..	..

(ii) The number of persons killed while crossing unauthorisedly from India into foreign country during the period is as under:—

	1988	1989	1990	1991 (upto 31st May, 1991)
Jammu (IB)	3	17	5	1
Punjab	36	55	38	16
Rajasthan	3	9	8	4
Gujarat	..	..	..	..
West Bengal	1	2	3	1
Assam	..	2	..	2
Meghalaya	..	2	7	..
Mizoram	..	..	..	..
Tripura	2	3	3	1
Manipur	..	..	..	..
Nagaland	..	..	..	..

[Translation]

Out of Turn Telephone Connections

613. SHRI RAMASHRAY PRASAD SINGH: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of telephone connections sanctioned out of turn in Delhi and New Delhi from December, 1990 to 31 March, 1991;

(b) the details thereof, category-wise; and

(c) the criterion fixed for providing out of turn telephone connections?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) A total of 8000 such sanctions were issued.

(b) Out of turn sanctions constitute priority for telephone allotment in the categories in which the appli-

cants are registered. The break-up of these sanctions is as follows:—

Month/Year	No. of sanctions issued
December 1990.	586
January 1991 .	1561
February 1991 .	2132
March 1991 .	3721
Total	8000

(c) Out of turn telephone connections were sanctioned under the discretionary powers of the Government.

[English]

Assessment of Functioning of M.C.D., N.D.M.C. and Delhi Administration

614. SHRI MADAN LAL KHURANA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) where any assessment has been made with regard to the functioning of the Municipal Corporation of Delhi, New Delhi Municipal Committee and Delhi Administration in the absence of an elected body in the past; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M. M. JACOB): (a) No, Sir.

(b) Does not arise.

[Translation]

Metal Detector at Government Offices

615. SHRI TEJ NARAYAN SINGH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether metal detectors are being used at the entrances of all the Government Offices in the Capital;

(b) if not, whether there is any proposal to install such metal detectors; and

(c) the steps proposed to be taken to avoid inconvenience to the tourists as a result thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M. M. JACOB): (a) and (b) No metal detectors are being used at the entry/exit points of Government Offices in the Capital which are under the security cover of Ministry of Home Affairs. At present there is no proposal to install such metal detectors in these buildings.

(c) Does not arise.

Out of Turn Telephone Connections

616. SHRI DILEEP SINGH BHURIA:

SHRI KADAMBUR M. R. JANARTHANAN:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) the total number of out of turn telephone connections sanctioned in the country during the last six months;

(b) whether all of them have been provided with telephone connections;

(c) if not, the reasons therefor; and

(d) the time by which they are likely to be provided with telephone connections?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) The total number of out of turn telephone connections sanctioned during the last six months (January-June 1991) is 20630.

(b) No, Sir.

(c) and (d) While action to provide these telephones was under way, some cases of fake out of turn sanction orders were brought to the notice by Telecom. Field Units. An investigation by Vigilance Branch was ordered in May, 1991 to detect fake cases and action to provide telephones on out of turn sanction's was therefore withheld pending completion of investigations. Generally further action is possible only on receipt of the investigation report. However, in respect of recommendations made by Hon'ble Members against their quota,

further action for provision of telephones has been initiated separately. These phones will be installed progressively on priority subject to technical feasibility.

Telephone Exchanges under C-DOT System

617. SHRI DILEEP SINGH BHURIA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of telephone exchanges in the country provided under the C-Dot system;

(b) whether this system has been cheap and successful for rural areas; and

(c) if so, the total number of telephone exchanges likely to be provided under this system during the current financial year?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) 2,343 as on 30-6-91.

(b) Yes, Sir.

(c) About 2,500.

[English]

Day and Night Telegraph Offices in Thane District of Maharashtra

618. PROF. RAM KAPSE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to introduce day and night telegraph offices in Kalyan, Dombivali, Thane, Ambernath, Murbad, Badlapur cities of Thane district in Maharashtra;

(b) if so, the number of people expected to be benefited therefrom; and

(c) the financial implications involved in implementing the proposal?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) Day and Night Telegraph Service is already available at Thane. At other places, though regular service is available for restricted hours, booking of telegrams with late fee is available outside working

hours. No change in this arrangement is proposed to be made.

(b) and (c) Does not arise.

Telephone Service in Bombay

619. PROF. RAM KAPSE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the attention of Government has been drawn to the news item captioned "Normalcy by July 1: MTNL" appearing in Indian Express dated June 27, 1991;

(b) if so, the total number of telephones which are still out of order; and

(c) the time by which complete normalcy in this regard is likely to be restored?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) Yes, Sir.

(b) and (c) As on 22nd July, 1991, all the telephones which went faulty due to the heavy rains in early June, 1991 have been restored.

Waiting List for Telephone Connections in Maharashtra

620. PROF. RAM KAPSE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of applicants on waiting list provided telephone connections during the last two years in Thane district of Maharashtra;

(b) the time by which the waiting list is likely to be cleared; and

(c) the number of applicants on waiting lists for telephone connections in Nasik and Dhule districts of Maharashtra till date?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) During the last 2 years (90-91 & 89-90) a total of 19787 applicants have been provided telephone connections.

(b) the present waiting list is likely to be cleared progressively by March, 1995.

(c) The waiting list in Nasik and Dhule districts of Maharashtra is 10929 and 2441, respectively as on 31-3-1991.

Inclusion of Badlapur and Shahpur Area into the Jurisdiction of MTNL, Bombay

621. PROF. RAM KAPSE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the time by which Badlapur and Shahpur areas are likely to be included into the jurisdiction of MTNL, Bombay for telephone services; and

(b) the number of new telephone exchanges likely to be opened in Thane-Badlapur area during 1991-92?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) There is no proposal to include Badlapur and Shahpur areas into the jurisdiction of MTNL, Bombay for telephone services.

(b) In Thane Taluka, under the jurisdiction of MTNL, Bombay, one exchange has already been opened at Cherai in 1991-92. Another exchange is proposed to be opened at Wagle Estate. Besides, four Small Automatic Exchanges (SAXs) of 25 lines capacity each are proposed to be opened during 1991-92 at the following places under the jurisdiction of Maharashtra Telecom. Circle.

- | | |
|-------------|--------------------------|
| 1. Tokowada | } Under Murbad Taluka |
| 2. Mhasa | |
| 3. Bhal | Under Ulhas Nagar Taluka |
| 4. Kondle | Under Wada Taluka |

Talks with Kuwait on Return of Refugees

622. SHRI E. AHAMED: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government held any talks with the Government of Kuwait with regard to the return of refugees to Kuwait so as to enable them to have re-employment; and

(b) if so, the outcome thereto?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI MADHAVSINH

SOLANKI): (a) and (b) Yes, Sir. We keep in close touch with the Government of Kuwait in order to facilitate the return of our nationals and already a number of them have gone back to Kuwait.

Setting up of a National Plant in Orissa

623. SHRI ANADI CHARAN DAS: Will the Minister of MINES be pleased to state:

(a) whether there is any proposal under consideration of the Union Government for setting up of a Nickel Plant in Public/Private Sector in Orissa;

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

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAV): (a) to (c) A techno-economic feasibility study for establishing a 10,000 tonnes per annum nickel extraction plant based on nickel ores from Sukinda area in Orissa has been taken up. The study is expected to be completed by end of 1992.

Setting up of a National Institute of Secondary Steel Technology in Bhopal

624. SHRI SUSHIL CHANDRA VERMA: Will the Minister of STEEL be pleased to state:

(a) whether the Union Government have received any proposal from Madhya Pradesh Government for setting up of a National Institute of Secondary Steel Technology in Bhopal during 1990; and

(b) if so, the decision taken by the Government thereon and progress made so far?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) and (b) The Madhya Pradesh Government have offered necessary assistance for setting up the National Institute of Secondary Steel Technology at Bhopal. A final decision on the location of the Institute has not been taken.

[Translation]

Setting up of Agro-Based Industries

625. SHRI RAJENDRA AGNIHOTRI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government propose to formulate any scheme for setting up of agro-based industries in the country;

(b) if so, the details thereof; and

(c) whether the Government propose to set up agro-based industries in Lalitpur, Jhansi, Banda and Hamirpur of Bundelkhand region in Uttar Pradesh and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) Government has various schemes for promotion of agro-based industries in the country. Some of the plan scheme being implemented by Ministry of Food Processing Industries are:

1. Scheme for development of fruit & vegetable processing facilities in rural areas.
2. Scheme for assisting State Government / Cooperatives / Joint Sector for establishing or enlarging food, fruit and vegetable processing facilities.
3. Development of infrastructure for mushroom cultivation and processing.
4. R&D in fruit and vegetable processing sector.
5. Assistance for marketing & quality control.
6. Promotion of FPO Symbol.
7. Strengthening backward linkages.

8. Development of infrastructural and common facilities for food processing industries in rural areas.

9. Development of cold storage facilities at Airports, Railway stations & Production Centres.

(c) There is no proposal under consideration to set up agro-based industries by the Government in this region.

[English]

Murders in Delhi

626. SHRI RAM VILAS PASWAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of murder cases that have taken place in Delhi during this year, date-wise and district-wise:

(b) the number of cases solved, assailants arrested and pending solution:

(c) how does these figures compare with corresponding figures of last three years. Police Station-wise, and

(d) the steps taken by the Government to check the deteriorating law and order situation in Delhi?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M. M. JACOB): (a) to (c) The information is contained in the statement below:

(d) The following steps have been taken to check crime in Delhi:—

- (i) Day and night foot and mobile patrolling has been intensified. Besides, nearly 300 police Control Room Vans are located at selected points.
- (ii) Neighbourhood Watch Scheme has been introduced in crime-prone areas.

- (iii) Enrolment of chowkidars, installation of magic eye and door chains, verification of servants etc., is being encouraged.
- (iv) Surveillance on the activities of known criminals is being maintained.
- (v) Means of livelihood and activities of criminals released from jail are verified and surveillance is kept.
- (vi) History sheets of habitual criminals are maintained and their movements are kept under surveillance.

STATEMENT

Sl. No.	Name of Police Station (Distt. wise)	Period	No. of murder cases reported	No. of cases solved	Persons arrested	Pending solution
1	2	3	4	5	6	7
1. NORTH DISTRICT						
(1)	Kotwali	1-1-88 to 15-6-88	1	..	..	1
		1-1-89 to 15-6-89	1	1	2	..
		1-1-90 to 15-6-90	2	2	2	..
		1-1-91 to 15-6-91	3	1	3	2
(2)	Town Hall	1-1-88 to 15-6-88	..	..	..	..
		1-1-89 to 15-6-89	2	1	3	1
		1-1-90 to 15-6-90	..	..	..	..
		1-1-91 to 15-6-91	..	..	..	..
(3)	Lahori Gate	1-1-88 to 15-6-88	..	..	..	..
		1-1-89 to 15-6-89	..	..	..	..
		1-1-90 to 15-6-90	1	..	..	1
		1-1-91 to 15-6-91	..	..	..	..
(4)	Sadar Bazar	1-1-88 to 15-6-88	1	1	1	..
		1-1-89 to 15-6-89	..	..	..	..
		1-1-90 to 15-6-90	1	1	2	..
		1-1-91 to 15-6-91	..	..	..	..
(5)	Kashmere Gate	1-1-88 to 15-6-88	1	1	4	..
		1-1-89 to 15-6-89	..	..	..	..
		1-1-90 to 15-6-90	1	1	3	..
		1-1-91 to 15-6-91	3	2	3	1
(6)	Bara Hindu Rao	1-1-88 to 15-6-88	1	1	2	..
		1-1-89 to 15-6-89	2	2	2	..
		1-1-90 to 15-6-90	1	1	..	..
		1-1-91 to 15-6-91	..	..	..	..

STATEMENT—Contd.

1	2	3	4	5	6	7
(7) Subzi Mandi	1-1-88 to 15-6-88	1	1	2	..	..
	1-1-89 to 15-6-89	1	1	4	..	..
	1-1-90 to 15-6-90	2	..	..	2	..
	1-1-91 to 15-6-91	2	1	1	1	..
(8) Sarai Rohilla	1-1-88 to 15-6-88	3	3	9	..	..
	1-1-89 to 15-6-89	2	1	3	1	..
	1-1-90 to 15-6-90	1	1	3	..	..
	1-1-91 to 15-6-91	1	1	1	..	..
(9) Roop Nagar	1-1-88 to 15-6-88	..	..	..	..	..
	1-1-89 to 15-6-89	..	..	..	..	..
	1-1-90 to 15-6-90	..	..	..	..	..
	1-1-91 to 15-6-91	1	1	2	..	..
(10) Civil Lines	1-1-88 to 15-6-88	..	..	..	..	..
	1-1-89 to 15-6-89	1	..	..	1	..
	1-1-90 to 15-6-90	1	1	2	..	..
	1-1-91 to 15-6-91	2	2	4	..	..
(11) Timar Pur	1-1-88 to 15-6-88	..	..	..	..	..
	1-1-89 to 15-6-89	2	1	1	1	..
	1-1-90 to 15-6-90	1	..	..	1	..
	1-1-91 to 15-6-91	2	..	..	2	..
(12) Pratap Nagar	1-1-88 to 15-6-88	..	..	..	..	..
	1-1-89 to 15-6-89	..	..	..	..	..
	1-1-90 to 15-6-90	..	..	..	..	..
	1-1-91 to 15-6-91	2	1	3	1	..
(13) Maurice Nagar	1-1-88 to 15-6-88	..	..	..	..	..
	1-1-89 to 15-6-89	..	..	..	..	..
	1-1-90 to 15-6-90	..	..	..	..	..
	1-1-91 to 15-6-91	..	..	..	..	..

2. CENTRAL DISTRICT

(1) Darya Ganj	1-1-88 to 15-6-88	1	1	3	..	..
	1-1-89 to 15-6-89	..	..	..	..	..
	1-1-90 to 15-6-90	1	1	2	..	..
	1-1-91 to 15-6-91	2	1	2	1	..
(2) Jama Masjid	1-1-88 to 15-6-88	..	..	..	..	..
	1-1-89 to 15-6-89	..	..	..	..	..
	1-1-90 to 15-6-90	2	2	2	..	..
	1-1-91 to 15-6-91	..	..	..	..	..

STATEMENT—Contd.

1	2	3	4	5	6	7
(3) Chandni Mahal	1-1-88 to 15-6-88		2	2	2	..
	1-1-89 to 15-6-89		..	..	..	..
	1-1-90 to 15-6-90		1	1	2	..
	1-1-91 to 15-6-91		2	2	2	..
(4) Kamla Market	1-1-88 to 15-6-88		1	1	1	..
	1-1-89 to 15-6-89		2	2	7	..
	1-1-90 to 15-6-90		1	1	1	..
	1-1-91 to 15-6-91		1	1	1	..
(5) Hauz Qazi	1-1-88 to 15-6-88		2	2	4	..
	1-1-89 to 15-6-89		1	1	7	..
	1-1-90 to 15-6-90		..	..	..	..
	1-1-91 to 15-6-91		3	3	6	..
(6) I.P. Estate	1-1-88 to 15-6-88		..	..	..	..
	1-1-89 to 15-6-89		1	1	1	..
	1-1-90 to 15-6-90		..	..	..	..
	1-1-91 to 15-6-91		1	1	1	..
(7) Pahar Ganj	1-1-88 to 15-6-88		..	..	..	..
	1-1-89 to 15-6-89		2	1	3	..
	1-1-90 to 15-6-90		1	1	4	..
	1-1-91 to 15-6-91		4	4	11	..
(8) Nabi Karim	1-1-88 to 15-6-88		2	2	2	..
	1-1-89 to 15-6-89		3	3	6	..
	1-1-90 to 15-6-90		..	..	..	..
	1-1-91 to 15-6-91		1	1	3	..
(9) D.B.G. Road	1-1-88 to 15-6-88		1	1	4	..
	1-1-89 to 15-6-89		2	2	7	..
	1-1-90 to 15-6-90		1	1	3	..
	1-1-91 to 15-6-91		..	..	..	..
(10) Karol Bagh	1-1-88 to 15-6-88		2	2	6	..
	1-1-89 to 15-6-89		1	1	3	..
	1-1-90 to 15-6-90		1	1	1	..
	1-1-91 to 15-6-91		1	1	6	..
(11) Rajinder Nagar	1-1-88 to 15-6-88		..	..	..	..
	1-1-89 to 15-6-89		..	..	..	..
	1-1-90 to 15-6-90		..	..	..	..
	1-1-91 to 15-6-91		2	1	2	1

STATEMENT—Contd.

1	2	3	4	5	6	7
(12) Prashad Nagar	1-1-88 to 15-6-88	..	..	..	..	..
	1-1-89 to 15-6-89	..	..	..	..	..
	1-1-90 to 15-6-90	1	1	1	1	..
	1-1-91 to 15-6-91	..	..	..	..	..
3. NORTH-WEST						
(1) Model Town	1-1-88 to 15-6-88	1	1	1	1	..
	1-1-89 to 15-6-89	1	1	2	2	..
	1-1-90 to 15-6-90	1	1	1	1	..
	1-1-91 to 15-6-91	3	3	6	6	..
(2) Mukherji Nagar	1-1-88 to 15-6-88	..	..	..	..	..
	1-1-89 to 15-6-89	..	..	..	..	..
	1-1-90 to 15-6-90	2	2	5	5	..
	1-1-91 to 15-6-91	2	1	1	1	..
(3) Adarsh Nagar	1-1-88 to 15-6-88	..	..	..	..	..
	1-1-89 to 15-6-89	..	..	..	..	..
	1-1-90 to 15-6-90	2	2	5	5	..
	1-1-91 to 15-6-91	1	1	3	3	..
(4) Jahangir Puri	1-1-88 to 15-6-88	5	3	8	8	2
	1-1-89 to 15-6-89	2	2	5	5	..
	1-1-90 to 15-6-90	2	2	5	5	..
	1-1-91 to 15-6-91	2	2	2	2	..
(5) Nirela	1-1-88 to 15-6-88	2	2	4	4	..
	1-1-89 to 15-6-89	2	1	1	1	1
	1-1-90 to 15-6-90	1	..	..	..	..
	1-1-91 to 15-6-91	3	3	9	9	..
(6) Ali Pur	1-1-88 to 15-6-88	..	..	..	..	..
	1-1-89 to 15-6-89	2	2	4	4	..
	1-1-90 to 15-6-90	1	..	..	..	1
	1-1-91 to 15-6-91	2	1	1	1	1
(7) Samai Pur Badli	1-1-88 to 15-6-88	3	3	8	8	..
	1-1-89 to 15-6-89	4	2	4	4	2
	1-1-90 to 15-6-90	4	..	..	..	4
	1-1-91 to 15-6-91	3	3	10	10	..
(8) Ashok Vihar	1-1-88 to 15-6-88	1	1	1	1	..
	1-1-89 to 15-6-89	7	7	11	11	..
	1-1-90 to 15-6-90	..	..	..	..	..
	1-1-91 to 15-6-91	7	4	8	8	3

STATEMENT—Contd.

1	2	3	4	5	6	7
(9) Keshavpuram .	1-1-88 to 15-6-88	..	..	..	..	..
	1-1-89 to 15-6-89	..	..	..	..	..
	1-1-90 to 15-6-90	1	1	1	..	..
	1-1-91 to 15-6-91	1	1	1	..	..
(10) Sha'imar Bagh .	1-1-88 to 15-6-88	..	..	..	..	..
	1-1-89 to 15-6-89	..	..	..	..	..
	1-1-90 to 15-6-90	..	..	..	..	..
	1-1-91 to 15-6-91	3	2	5	1	..
(11) Saraswati Vihar	1-1-88 to 15-6-88	4	2	5	2	..
	1-1-89 to 15-6-89	2	2	6	..	..
	1-1-90 to 15-6-90	3	3	5	..	..
	1-1-91 to 15-6-91	6	3	8	3	..
(12) Mangol Puri .	1-1-88 to 15-6-88	3	3	7	..	..
	1-1-89 to 15-6-89	2	1	1	1	..
	1-1-90 to 15-6-90	7	6	14	1	..
	1-1-91 to 15-6-91	6	6	7	..	..
(13) Sultan Puri .	1-1-88 to 15-6-88	1	1	2	..	..
	1-1-89 to 15-6-89	4	3	5	1	..
	1-1-90 to 15-6-90	3	1	1	2	..
	1-1-91 to 15-6-91	..	..	..	..	..
(14) Kanjhawla .	1-1-88 to 15-6-88	1	1	2	..	..
	1-1-89 to 15-6-89	..	..	..	..	..
	1-1-90 to 15-6-90	..	..	..	..	..
	1-1-91 to 15-6-91	..	..	..	..	..
4. NEW DELHI						
(1) Parliament Street	1-1-88 to 15-6-88	..	..	..	..	..
	1-1-89 to 15-6-89	..	..	..	..	..
	1-1-90 to 15-6-90	..	..	..	..	..
	1-1-91 to 15-6-91	..	..	..	..	..
(2) Chanakya Puri .	1-1-88 to 15-6-88	..	..	..	..	..
	1-1-89 to 15-6-89	1	1	3	..	..
	1-1-90 to 15-6-90	..	..	..	..	..
	1-1-91 to 15-6-91	..	..	..	..	..
(3) Tughlak Road .	1-1-88 to 15-6-88	..	..	..	..	..
	1-1-89 to 15-6-89	..	..	..	..	..
	1-1-90 to 15-6-90	..	..	..	..	..
	1-1-91 to 15-6-91	..	..	..	..	..

STATEMENT—Contd.

1	2	3	4	5	6	7
(4) Connaught Place	1-1-88 to 15-6-88		1	..	..	1
	1-1-89 to 15-6-89		..	..	..	..
	1-1-90 to 15-6-90		..	..	..	..
	1-1-91 to 15-6-91		2	1	3	1
(5) Mandir Marg	1-1-88 to 15-6-88		1	..	..	1
	1-1-89 to 15-6-89		1	1	4	..
	1-1-90 to 15-6-90		1	1	1	..
	1-1-91 to 15-6-91		1	..	..	1
(6) Tilak Marg	1-1-88 to 15-6-88		1	1	1	..
	1-1-89 to 15-6-89		1	..	..	1
	1-1-90 to 15-6-90		2	2	3	..
	1-1-91 to 15-6-91		..	..	..	..
5. EAST						
(1) Gandhi Nagar	1-1-88 to 15-6-88		..	..	..	..
	1-1-89 to 15-6-89		3	2	7	1
	1-1-90 to 15-6-90		4	3	9	1
	1-1-91 to 15-6-91		2	1	1	1
(2) Krishna Nagar	1-1-88 to 15-6-88		..	..	..	..
	1-1-89 to 15-6-89		2	2	2	..
	1-1-90 to 15-6-90		3	2	2	1
	1-1-91 to 15-6-91		3	3	10	..
(3) Vivek Vihar	1-1-88 to 15-6-88		4	3	11	1
	1-1-89 to 15-6-89		1	1	1	..
	1-1-90 to 15-6-90		1	1	1	..
	1-1-91 to 15-6-91		4	3	4	1
(4) Shakarpur	1-1-88 to 15-6-88		3	3	6	..
	1-1-89 to 15-6-89		3	3	10	..
	1-1-90 to 15-6-90		3	2	3	1
	1-1-91 to 15-6-91		5	5	15	..
(5) Preet Vihar	1-1-88 to 15-6-88		..	..	..	..
	1-1-89 to 15-6-89		1	1	1	..
	1-1-90 to 15-6-90		1	1	2	..
	1-1-91 to 15-6-91		2	2	3	..
(6) Geeta Colony	1-1-88 to 15-6-88		..	..	..	..
	1-1-89 to 15-6-89		1	1	4	..
	1-1-90 to 15-6-90		..	..	..	..
	1-1-91 to 15-6-91		4	3	3	1

STATEMENT—Contd.

1	2	3	4	5	6	7
(7) Anand Vihar	1-1-88 to 15-6-88	..	..	..	..	..
	1-1-89 to 15-6-89	1	1	1	..	..
	1-1-90 to 15-6-90	1	1	4	..	..
	1-1-91 to 15-6-91	1	..	..	..	1
(8) Trilok Puri	1-1-88 to 15-6-88	4	3	6	1	1
	1-1-89 to 15-6-89	3	1	9	2	2
	1-1-90 to 15-6-90	5	4	12	1	1
	1-1-91 to 15-6-91	7	2	4	5	5
(9) Kalyan Puri	1-1-88 to 15-6-88	2	2	3	..	..
	1-1-89 to 15-6-89	7	3	8	4	4
	1-1-90 to 15-6-90	7	3	10	4	4
	1-1-91 to 15-6-91	6	5	11	1	1
6. NORTH-EAST						
(1) Gokal Puri	1-1-88 to 15-6-88	3	3	9	..	..
	1-1-89 to 15-6-89	3	3	7	..	..
	1-1-90 to 15-6-90	6	4	14	2	2
	1-1-91 to 15-6-91	6	4	16	2	2
(2) Bhajan Pura	1-1-88 to 15-6-88	..	..	..	..	..
	1-1-89 to 15-6-89	4	2	6	2	2
	1-1-90 to 15-6-90	5	4	9	1	1
	1-1-91 to 15-6-91	4	3	5	1	1
(3) Seelam Pur	1-1-88 to 15-6-88	5	4	7	1	1
	1-1-89 to 15-6-89	6	4	7	2	2
	1-1-90 to 15-6-90	4	4	18	..	..
	1-1-91 to 15-6-91	5	3	6	2	2
(4) Welcome	1-1-88 to 15-6-88	..	..	..	..	..
	1-1-89 to 15-6-89	..	..	..	..	..
	1-1-90 to 15-6-90	2	1	1	1	1
	1-1-91 to 15-6-91	..	..	..	..	..
(5) Shahdara	1-1-88 to 15-6-88	2	2	5	..	..
	1-1-89 to 15-6-89	2	1	1	1	1
	1-1-90 to 15-6-90	2	2	2	..	..
	1-1-91 to 15-6-91	3	1	4	2	2
(6) Mansarovar Park	1-1-88 to 15-6-88	..	..	..	..	..
	1-1-89 to 15-6-89	1	1	2	..	..
	1-1-90 to 15-6-90	..	..	..	..	..
	1-1-91 to 15-6-91	4	2	5	2	2

STATEMENT—Contd.

1	2	3	4	5	6	7
(7) Nand Nagri	1-1-88 to 15-6-88		1	..	..	1
	1-1-89 to 15-6-89		3	3	15	..
	1-1-90 to 15-6-90		3	3	6	..
	1-1-91 to 15-6-91		2	2	5	..
(8) Seema Puri	1-1-88 to 15-6-88		..	..	..	..
	1-1-89 to 15-6-89		1	1	2	..
	1-1-90 to 15-6-90		2	1	7	1
	1-1-91 to 15-6-91		6	4	10	2
7. SOUTH						
(1) Hauz Khas	1-1-88 to 15-6-88		3	3	3	..
	1-1-89 to 15-6-89		..	..	..	..
	1-1-90 to 15-6-90		..	..	..	..
	1-1-91 to 15-6-91		2	2	10	..
(2) Ambedkar Nagar	1-1-88 to 15-6-88		4	3	4	1
	1-1-89 to 15-6-89		3	2	4	1
	1-1-90 to 15-6-90		4	1	1	3
	1-1-91 to 15-6-91		3	2	6	1
(3) Malviya Nagar	1-1-88 to 15-6-88		..	..	..	..
	1-1-89 to 15-6-89		2	2	3	..
	1-1-90 to 15-6-90		..	..	..	..
	1-1-91 to 15-6-91		2	..	..	2
(4) Mahrāuli	1-1-88 to 15-6-88		..	..	..	..
	1-1-89 to 15-6-89		..	..	..	..
	1-1-90 to 15-6-90		3	1	1	2
	1-1-91 to 15-6-91		..	..	..	..
(5) Defence Colony	1-1-88 to 15-6-88		2	2	2	..
	1-1-89 to 15-6-89		3	2	8	1
	1-1-90 to 15-6-90		2	1	2	1
	1-1-91 to 15-6-91		..	..	..	..
(6) Hazrat Nizamuddin	1-1-88 to 15-6-88		2	2	5	..
	1-1-89 to 15-6-89		1	1	1	..
	1-1-90 to 15-6-90		..	..	..	..
	1-1-91 to 15-6-91		1	..	..	1
(7) Lajpat Nagar	1-1-88 to 15-6-88		2	1	3	1
	1-1-89 to 15-6-89		2	1	1	1
	1-1-90 to 15-6-90		1	..	..	1
	1-1-91 to 15-6-91		1	1	6	..

STATEMENT—Contd.

1	2	3	4	5	6	7
(8) Srinivas Puri	1-1-88 to 15-6-88	..	..	..	..	..
	1-1-89 to 15-6-89	1	1	4	..	..
	1-1-90 to 15-6-90	2	2	9	..	..
	1-1-91 to 15-6-91	1	1	1	..	..
(9) Greater Kailash.	1-1-88 to 15-6-88	1	..	..	..	1
	1-1-89 to 15-6-89	..	..	..	..	..
	1-1-90 to 15-6-90	..	..	..	..	..
	1-1-91 to 15-6-91	..	..	..	..	..
(10) Kalkaji	1-1-88 to 15-6-88	2	2	8	..	..
	1-1-89 to 15-6-89	1	1	1	..	..
	1-1-90 to 15-6-90	2	2	10	..	..
	1-1-91 to 15-6-91	3	3	7	..	..
(11) Chitranjan Park	1-1-88 to 15-6-88	1	1	1	..	..
	1-1-89 to 15-6-89	1	..	..	..	1
	1-1-90 to 15-6-90	1	1	1	..	..
	1-1-91 to 15-6-91	2	2	13	..	..
(12) Okhla	1-1-88 to 15-6-88	1	1	4	..	..
	1-1-89 to 15-6-89	4	2	4	..	2
	1-1-90 to 15-6-90	1	..	..	..	1
	1-1-91 to 15-6-91	6	3	3	..	3
(13) Badar Pur.	1-1-88 to 15-6-88	2	..	..	..	2
	1-1-89 to 15-6-89	..	..	..	..	..
	1-1-90 to 15-6-90	2	1	1	..	1
	1-1-91 to 15-6-91	3	1	1	..	2
(14) Lodhi Colony	1-1-88 to 15-6-88	1	1	3	..	..
	1-1-89 to 15-6-89	1	1	1	..	..
	1-1-90 to 15-6-90	..	..	..	..	..
	1-1-91 to 15-6-91	2	2	7	..	..
(15) Kotla Mubarakpur	1-1-88 to 15-6-88	1	1	1	..	..
	1-1-89 to 15-6-89	1	1	1	..	..
	1-1-90 to 15-6-90	4	3	5	..	1
	1-1-91 to 15-6-91	1	1	2	..	..
8. SOUTH-WEST						
(1) Vasant Vihar	1-1-88 to 15-6-88	2	1	3	..	1
	1-1-89 to 15-6-89	1	..	..	..	1
	1-1-90 to 15-6-90	2	..	..	..	2
	1-1-91 to 15-6-91	..	..	..	..	..

STATEMENT—Contd.

1	2	3	4	5	6	7
(2) Vasant Kunj	1-1-88 to 15-6-88	2	2	2	..	..
	1-1-89 to 15-6-89	2	2	6	..	..
	1-1-90 to 15-6-90	3	2	3	1	1
	1-1-91 to 15-6-91	1	..	..	1	1
(3) R.K. Puram	1-1-88 to 15-6-88	2	2	5	..	..
	1-1-89 to 15-6-89	2	2	4	..	..
	1-1-90 to 15-6-90	2	2	5	..	..
	1-1-91 to 15-6-91	1	..	..	1	1
(4) Vinay Nagar	1-1-88 to 15-6-88	2	2	4	..	..
	1-1-89 to 15-6-89	1	..	..	1	1
	1-1-90 to 15-6-90	..	..	..	..	..
	1-1-91 to 15-6-91	3	..	..	3	3
(5) Delhi Cantt.	1-1-88 to 15-6-88	1	1	5	..	..
	1-1-89 to 15-6-89	2	1	1	1	1
	1-1-90 to 15-6-90	..	..	..	..	..
	1-1-91 to 15-6-91	4	3	12	1	1
(6) Naraina	1-1-88 to 15-6-88	2	2	6	..	..
	1-1-89 to 15-6-89	2	1	1	1	1
	1-1-90 to 15-6-90	..	..	..	..	..
	1-1-91 to 15-6-91	1	1	4	..	..
(7) Inder Puri	1-1-88 to 15-6-88	..	..	..	..	..
	1-1-89 to 15-6-89	2	2	7	..	..
	1-1-90 to 15-6-90	4	4	6	..	..
	1-1-91 to 15-6-91	1	1	2	..	..
(8) Maya Puri	1-1-88 to 15-6-88	1	1	1	..	..
	1-1-89 to 15-6-89	1	1	9	..	..
	1-1-90 to 15-6-90	1	..	..	1	1
	1-1-91 to 15-6-91	..	..	..	..	..
(9) Najaf Garh	1-1-88 to 15-6-88	3	2	10	1	1
	1-1-89 to 15-6-89	4	4	6	..	..
	1-1-90 to 15-6-90	3	2	6	1	1
	1-1-91 to 15-6-91	2	1	1	1	1
(10) Dabri	1-1-88 to 15-6-88	1	1	2	..	..
	1-1-89 to 15-6-89	2	2	5	..	..
	1-1-90 to 15-6-90	4	2	5	2	2
	1-1-91 to 15-6-91	8	6	16	2	2

STATEMENT—Contd.

1	2	3	4	5	6	7
(11) Jafarpur Kalan	1-1-88 to 15-6-88	..	..	..	..	..
	1-1-89 to 15-6-89	..	..	..	..	..
	1-1-90 to 15-6-90	2	1	1	1	1
	1-1-91 to 15-6-91	1	1	1	1	..
9. WEST						
(1) Tilak Nagar	1-1-88 to 15-6-88	..	..	..	..	..
	1-1-89 to 15-6-89	5	3	5	5	2
	1-1-90 to 15-6-90	5	5	5	5	..
	1-1-91 to 15-6-91	6	4	9	9	2
(2) Janak Puri	1-1-88 to 15-6-88	4	2	6	6	2
	1-1-89 to 15-6-89	4	2	5	5	2
	1-1-90 to 15-6-90	1	1	3	3	..
	1-1-91 to 15-6-91	2	2	4	4	..
(3) Vikas Puri	1-1-88 to 15-6-88	2	2	2	2	..
	1-1-89 to 15-6-89	2	2	4	4	..
	1-1-90 to 15-6-90	2	2	19	19	..
	1-1-91 to 15-6-91	1	1	2	2	..
(4) Hari Nagar	1-1-88 to 15-6-88	2	2	2	2	..
	1-1-89 to 15-6-89	1	1	2	2	..
	1-1-90 to 15-6-90	..	..	..	..	..
	1-1-91 to 15-6-91	1	..	..	..	1
(5) Moti Nagar	1-1-88 to 15-6-88	1	..	..	..	1
	1-1-89 to 15-6-89	..	..	..	..	..
	1-1-90 to 15-6-90	2	1	1	1	1
	1-1-91 to 15-6-91	2	1	2	2	1
(6) Rajouri Garden	1-1-88 to 15-6-88	1	1	3	3	..
	1-1-89 to 15-6-89	3	1	2	2	2
	1-1-90 to 15-6-90	3	2	2	2	1
	1-1-91 to 15-6-91	4	3	3	3	1
(7) Kirti Nagar	1-1-88 to 15-6-88	1	..	..	..	1
	1-1-89 to 15-6-89	..	..	..	..	..
	1-1-90 to 15-6-90	2	..	..	..	2
	1-1-91 to 15-6-91	1	1	1	1	..
(8) Punjabi Bagh	1-1-88 to 15-6-88	4	3	5	5	1
	1-1-89 to 15-6-89	..	..	..	..	..
	1-1-90 to 15-6-90	1	1	5	5	..
	1-1-91 to 15-6-91	5	..	..	..	5

STATEMENT—*Concl'd.*

1	2	3	4	5	6	7
(9) Nangloi	1-1-88 to 15-6-88	2	1	4	1	
	1-1-89 to 15-6-89	4	..	..	4
	1-1-90 to 15-6-90	6	5	9	1	
	1-1-91 to 15-6-91	5	4	10	1	
(10) Paschim Vihar	1-1-88 to 15-6-88	..	..	..	..
	1-1-89 to 15-6-89	1	1	1	..	
	1-1-90 to 15-6-90	..	..	..	..
	1-1-91 to 15-6-91	2	1	7	1	
(11) Anand Parbat	1-1-88 to 15-6-88	..	..	..	..
	1-1-89 to 15-6-89	1	..	..	1
	1-1-90 to 15-6-90	..	..	..	..
	1-1-91 to 15-6-91	1	1	1	..	
(12) Patel Nagar	1-1-88 to 15-6-88	3	1	1	2	
	1-1-89 to 15-6-89	1	..	..	1
	1-1-90 to 15-6-90	2	1	1	1	
	1-1-91 to 15-6-91	5	3	6	2	
D.R.P. & I.G.P.						
(1) I.G.I.	1-1-88 to 15-6-88	..	..	..	..
	1-1-89 to 15-6-89	..	..	..	..
	1-1-90 to 15-6-90	..	..	..	..
	1-1-91 to 15-6-91	..	..	..	..
(2) Palam	1-1-88 to 15-6-88	..	..	..	..
	1-1-89 to 15-6-89	..	..	..	..
	1-1-90 to 15-6-90	..	..	..	..
	1-1-91 to 15-6-91	..	..	..	..
(3) Mahipal Pur	1-1-88 to 15-6-88	..	..	..	..
	1-1-89 to 15-6-89	..	..	..	..
	1-1-90 to 15-6-90	..	..	..	..
	1-1-91 to 15-6-91	..	..	..	..
(4) Delhi Railway Main	1-1-88 to 15-6-88	1	..	..	1
	1-1-89 to 15-6-89	1	..	..	1
	1-1-90 to 15-6-90	4	1	1	3	
	1-1-91 to 15-6-91	1	1	3	..	
(5) New Delhi Railway	1-1-88 to 15-6-88	..	..	..	..
	1-1-89 to 15-6-89	3	1	4	2	
	1-1-90 to 15-6-90	..	..	..	..
	1-1-91 to 15-6-91	..	..	..	..

[*Translation*]

Setting up of a pig iron plant in Uttar Pradesh

627. SHRI RAJVEER SINGH: Will the Minister of STEEL be pleased to state:

(a) the number of pig-iron plants at present in the country;

(b) whether the Government propose to set up a large pig-iron plant in Uttar Pradesh;

(c) if so, the proposed location thereof; and

(d) the estimated expenditure likely to be incurred thereon and number of persons likely to get employment?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) There is only one merchant pig iron manufacturing plant in the country. In addition six integrated steel plants also produce small quantities of pig iron to meet part of the indigenous demand.

(b) No, Sir. The pig iron industry is delicensed and any entrepreneur can set up such plants without any Industrial Licence subject to some locational restrictions.

(c) and (d) Do not arise.

Communal Riots

628. SHRI RAJVEER SINGH: Will the Minister of HOME AFFAIRS be pleased to state;

(a) the number of persons killed, arrested for instigating communal riots and violating law and order in the country during 1990 and since January, 1991 till date, month-wise and State-wise/Union Territory-wise; and

(b) the number of guilty persons against whom legal action has been taken?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M. M. JACOB): (a) and (b) Public order being a State subject, it is for the States/Union Territories Governments to take legal action against all guilty persons and also to take effective steps to prevent such incidents. The Central Government assists the States/Union Territories in terms of additional paramilitary forces when requested to do so.

On the basis of available information, a statement is given below.

STATEMENT

<i>Name of the State/Union Territory, Place and date</i>	<i>Number of persons</i>	
	<i>Killed</i>	<i>Arrested</i>
1	2	3
1990		
ANDHRA PRADESH		
Hyderabad City (6-9-90)	8	239
Hyderabad City (9-10-90)	8	Not available
Hyderabad (7-25-12-90)	130	2676
Rangareddy (7-25-12-90)	16	

STATEMENT—Contd.

	1	2	3
ASSAM			
Hailakandi (7—25-12-90)		17	Not available
BIHAR			
Bari Gulani (Distt. Nawada) (12-3-90)		5	62
Jamshedpur (14—15-3-90)		3	81
GUJARAT			
Patan (Distt. Mehsana) (10-3-90)		5	229
Anand (Distt. Kheda) (27-3-90)		2	606
Ahmedabad (3—8-4-90)		38	1649
Ahmedabad (9—25-12-90)		31	1454
Baroda (6-7-4-90)		12	738
Baroda (4-9-90)		7	21
KARNATAKA			
Ramanagaram (2-9-90)		4	Not available
Chennapatam (3-10-90)		18	150
Kolar (3-10-90)		2	30
MAHARASHTRA			
Bombay (30—31-12-90)		4	248
RAJASTHAN			
Jaipur (24-10-90—2-11-90)		51	130
Jodhpur (25-10-90—2-11-90)		3	240
TAMIL NADU			
Denkanikottai (Distt. Dharmapuri) (10-10-90)		59	105
UTTAR PRADESH			
Kanpur (18-4-90)		5	270
Kanpur (9—20-12-90)		21	922
Bijnore (9—10-10-90)		46	Not available
Colonolganj (Distt. Gonda) (30-9-90—4-10-90)		41	712
Etah (4-12-90)		14	667
Aligarh (7—20-12-90)		112	1100

STATEMENT—*Conld.*

1	2	3
Meerut (12—13-12-90)	4	304
Jahangirpur (Distt. Bulandshahar) (13-12-90)	13	42
Khurja (Distt. Bulandshahar) (14—16-12-90)	11	262
Agra (15—18-12-90)	29	786
DELHI (14—16-11-90)	11	Not available

1991

BIHAR

Jamshedpur (6-3-91)	3	Not available
-------------------------------	---	---------------

GUJARAT

Surat (20—27-4-91)	2	Not available
------------------------------	---	---------------

Baroda (23-4-91)	12	Not available
----------------------------	----	---------------

Ankleshwar (24—29-4-91)	2	Not available
-----------------------------------	---	---------------

ORISSA

Bhadrak (Balasore) (24—31-3-91)	12	Not available
---	----	---------------

Soro town (Balasore) (24—31-3-91)	7	Not available
---	---	---------------

MADHYA PRADESH

Khargone (16—18-5-91)	6	Not available
---------------------------------	---	---------------

MAHARASHTRA

Bombay (27—29-1-91)	9	234
-------------------------------	---	-----

UTTAR PRADESH

Lucknow city (14—17-1-91)	8	Not available
-------------------------------------	---	---------------

Ghaziabad (26—30-1-91)	10	Not available
----------------------------------	----	---------------

Khurja (27—29-1-91)	18	Not available
-------------------------------	----	---------------

STATEMENT—*Concl'd.*

1	2	3
Saharanpur (24-3-91—3-4-91)	10	465
Varanasi (18—22-5-91)	10	346
Kanpur (19—23-5-91)	18	446
Meerut (20—23-5-91)	30	804
Sikandrabad (Distt. Bulandshahar) (20—22-5-91)	11	197
WEST BENGAL		
Nadia (11-3-91)	7	Not available
Asansol (20—22-4-91)	11	Not available

Five Nation Conference on Nuclear Weapons in South Asia

629. SHRI SUSHIL CHANDRA VERMA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Pakistan had made a proposal for a five nation conference consisting of the U.S., the Soviet Union, China, India and Pakistan to discuss the issue of nuclear weapons in South Asia; and

(b) if so, the Government's reaction thereto?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI MADHAV-SINH SOLANKI): (a) Yes, Sir.

(b) The Pakistani proposal does not take into account the fact that nuclear non-proliferation has a global dimension and does not lend itself to a solution based on a narrow bilateral or regional approach.

Government have always been prepared to enter into consultations with Pakistan or any other country to work for the implementation of the phased programme for elimination of nuclear weapons in a time bound framework,

as outlined in the Action plan presented by India at SSOD III.

Prospecting Licences for minerals in Madhya Pradesh.

630. SHRI SUSHIL CHANDRA VERMA: Will the Minister of MINES be pleased to state:

(a) whether there are huge deposits of Limestone, Dolomite and Bauxite in Madhya Pradesh;

(b) if so, whether Madhya Pradesh Government have submitted any proposal for issuing prospecting licences for the above minerals;

(c) the action taken by the Union Government thereon; and

(d) whether the Government propose to exclude these minerals from Schedule-I to avoid delay in issuing licences?

THE MINISTER OF STATE OF THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAV): (a) Yes, Sir.

(b) and (c) The number of proposals received from Government of Madhya Pradesh for grant of prospecting licences for limestone,

mite and bauxite during 1990 and 1991 (till 30-6-91) and their disposal are indicated below:

	No. Received	No. Approved	No. under Process- ing
Limestone	27	18	9
Dolomite	20	16	4
Bauxite	5	3	2

No earlier proposals for grant of prospecting licence for these minerals are pending.

(d) No, Sir.

Area under Ramtil Cultivation

631. SHRI SUSHIL CHANDRA VERMA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether ramtil is major oil seed crop being grown by tribal farmers in Madhya Pradesh;

(b) if so, the total area under ramtil cultivation, total production and the area out of that which is in tribal areas;

(c) whether the support price for ramtil is fixed by the Union Government;

(d) if not, the reasons therefor;

(e) whether there is a demand for ramtil in foreign countries; and

(f) if so, the steps taken by the Government for the export of ramtil?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI MULLAPPALLY RAMACHANDRAN): (a) Ramtil (Niger) is an important crop grown by tribal farmers in Madhya Pradesh.

(b) The total area under ramtil in Madhya Pradesh is estimated to be 2.25 lakh ha. during 1990-91. Out

of this approximately 2.05 lakh ha. is in eight major tribal districts in the State. The production of ramtil in Madhya Pradesh is likely to be 48,000 tonnes during 1990-91.

(c) No, Sir.

(d) The price support scheme of the Government of India based on the recommendation of the Commission for Agricultural Costs and Prices provides for fixation of procurement/minimum support prices for crops which are grown extensively. Ramtil being a minor oilseed, and its production being negligible in comparison with other oilseeds like groundnut, sunflower, soyabean, rapeseed, mustard and safflower, support prices for ramtil have not been fixed under the scheme.

(e) Yes, Sir.

(f) The export of ramtil has been canalised through NAFED to protect the interests of the tribals who cultivate the seed, to obtain better prices from foreign buyers and to promote export of this item.

[English]

Ongoing Major and Medium Irrigation Projects

632. SHRI H.D. DEVEGOWDA: Will the Minister of WATER RESOURCES be pleased to state:

(a) the number of ongoing major and medium irrigation projects, state-wise;

(b) the amount spent on these projects so far, State-wise; and

(c) the amount required to complete these projects, State-wise?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) to (c) A Statement indicating the number of on-going major and medium irrigation projects, amount spent upto the end of Seventh Plan and amount required to complete these projects, State-wise, is attached.

STATEMENT

Sl. No.	Name of State	MAJOR PROJECTS					MEDIUM PROJECTS				
		Nos.	Latest Estimated cost indi- cated in 1990	Expenditure to end of VII Plan	Balance Cost	Nos.	Latest Estimated cost indi- cated in 1990	Expenditure to end of VII Plan	Balance Cost		
1	2	3	4	5	6	7	8	9	10		
1.	Andhra Pradesh	12	5569	2442	3127	26	593	172	421		
2.	Arunachal Pradesh	..	..	..	..	..	..	..	..
3.	Assam	2	143	86	57	9	143	88	55		
4.	Bihar	15	3994	1342	2652	29	743	287	456		
5.	Goa	1	257	98	159	1	13	2	11		
6.	Gujarat	9	8730	1209	7521	57	831	473	358		
7.	Haryana	7	1166	829	337	3	97	22	75		
8.	Himachal Pradesh	1	49	3	46	3	15	6	9		
9.	Jammu & Kashmir	1	108	85	23	10	108	47	61		
10.	Karnataka	9	2878	1167	1711	8	121	61	130		

STATEMENT—Contd.

1	2	3	4	5	6	7	8	9	10
11. Kerala	.	12	1434	692	742	5	194	32	162
12. Madhya Pradesh	.	19	5503	1562	3941	35	855	382	473
13. Maharashtra	.	36	6537	2308	4229	46	734	280	454
14. Manipur	.	3	209	72	137	..	..	..	..
15. Meghalaya
16. Mizoram
17. Nagaland
18. Orissa	.	4	3092	986	2106	10	378	123	255
19. Punjab	.	2	666	480	186	1	..	..	..
20. Rajasthan	.	6	2526	1011	1515	9	263	129	134
21. Sikkim
22. Tamil Nadu	.	2	126	89	37	5	68	48	20
23. Tripura	3	104	39	65
24. Uttar Pradesh	.	24	4966	2138	2828	11	140	87	53
25. West Bengal	.	3	855	483	372	17	51	27	24
Total		168	48838	17082	31726	288	5521	2305	3216

Irrigation projects of Karnataka

633. SHRI H.D. DEVEGOWDA: Will the Minister of WATER RESOURCES be pleased to state:

(a) the number of major and medium irrigation projects submitted to the Union Government by the Government of Karnataka during the last three years;

(b) the date of submission of these projects, project-wise;

(c) whether some of these projects are still pending with the Union

Government; and

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

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) Only three major irrigation projects, namely, Bennithora, Ramthal Lift and Upper Tunga have been received from the State Government of Karnataka since 1-7-1988.

(b) to (d) A statement is given below.

STATEMENT

Sl. No.	Name of Project	Basin/Distt. Benefited	Whether included in Plan or not	Latest Estimated Cost Rs. in Lakhs	Benefits in Th. Ha.	Date of Receipt in CWC	Status of Examination
1.	Bennithora Irrigation Project	Krishna Gulbarga (DPA)	Yes	6000 6550 (Revised)	20.234	9-12-88 15-1-91	Aspects relating to design of dam, gates, canals, ground water and construction machinery, planning have been cleared. Other aspects are under correspondence with the State Government.
2.	Ramthal Lift Irrigation Scheme	Krishna Bijapur (DPA)	Yes	6414	22.27	22-5-89	Aspects relating to design of Gates & Canals have been cleared. The observation on other aspects sent from 11/89 to 4/91 remain to be compiled by the State Government. The main issue is regarding limiting the water utilisation as per K.W.D.T. award. The State Government is also to obtain environmental clearance from the Ministry of Environment and Forest
3.	Upper Tunga Project	Tungabhadra/ Krishna Shimoga, Dharwad Chitradurga (DPA)	Yes	27141	94.698	1-4-91	The project has been received recently and its suitability for detailed examination is being reviewed.

Opening of new Telephone Exchanges in Kerala

634. SHRI K. MURALEEDHARAN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of new telephone exchanges proposed to be opened during this year in Kerala; and

(b) the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) 28 Telephone exchanges are planned to be opened in Kerala during 1991-92.

(b) (i) Two new telephone exchanges already opened are:

1. KOTTAYAM UNIT III-5000L E10B.
2. IRUMPUPALAM MILT 64 P.

Electronic Exchange	E10B (3)	TRIVANDRUM Medical College	10000L
		Ernakulam-Panampally Nagar	6500L
		Trichur	5000L
Cross Bar Exchange	ICP (i)	Alleppey	3000L

[Translation]

Electronic Telephone exchange at Darbhanga in Bihar

635. SHRI MOHAMMAD ALI ASHRAF FATMI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether there is any proposal under the consideration of Government to set up an electronic telephone exchange at Darbhanga in Bihar; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) Yes, Sir.

(b) A 2000 line electronic exchange is proposed to be installed at Darbhanga during 1993-94.

(ii) 26 telephone exchanges proposed to be opened during remaining part of 1991-92 are as under:

128 P C-DOT exchanges at Vazhayoor, Chempamnode, Varadoor, Thothumukkom, Kappad, Periya (Wynad) Elamkulam, Kottiyur, Thillengeri, Malayattoor, Ayyampuzha, Chellanam, Kanjikuzhy, Pothencode, Aruvikara, Korenchira and Kuzhur. (17).

256 P C-DOT exchanges at:

Mangattuparamba, Kumbalangi and Cherai. (3).
512 P ILT exchanges at: Bepore and Cheruvancherry. (2).

[English]

Indo-Sri Lanka Joint Commission of Schedule of the Constitution

636. SHRI DAU DAYAL JOSHI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether India and Sri Lanka have agreed to set up a Joint Commission at the Foreign Ministers level to enhance and strengthen bilateral ties;

(b) if so, the details thereof; and

(c) the progress made in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI MADHAV-SINH SOLANKI): (a) Yes, Sir.

(b) and (c) During the visit of the then External Affairs Minister to

Colombo in January 1991, the two sides decided to take steps for the establishment of an Indo-Sri Lanka Joint Commission, chaired by the respective Foreign Ministers on an alternative basis.

The Joint Commission to begin with will have two Sub-Commissions dealing respectively with trade, finance and investment and with social, cultural and educational matters. A preparatory Senior Officials Meeting held in Delhi in April 1991 finalised the draft Agreement for the Joint Commission. The Agreement is expected to be signed during the Sri Lanka Foreign Minister's forthcoming visit to Delhi towards the end of this month.

Inclusion of Nepali in the Eighth Schedule of the constitution

637. SHRIMATI DIL KUMARI BHANDARI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the names of the States/Union Territories whose Legislative Assemblies have passed resolution recommending the case of inclusion of Nepali Language in the Eighth Schedule of the Constitution;

(b) the dates of passing of such resolutions by these Assemblies; and

(c) the steps taken or being taken by the Union Government for inclusion of Nepali language in the Eighth Schedule of the Constitution?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M. M. JACOB): (a) Sikkim, Tripura and West Bengal.

(b) Such resolutions have been passed by Sikkim Legislative Assembly on 23rd September, 1982, Tripura Legislative Assembly on 28th June, 1978 and West Bengal Legislative Assembly on 2nd July, 1977.

(c) The Government is of the view that inclusion of more languages in the Eighth Schedule would create other repercussions and reactions. However, it will continue to be the endeavour of the Government to develop the cultural and literary heritage of all the languages irrespective of their being included in the Eighth Schedule of the Constitution or not.

Annual Funds sanctioned to ICAR Sikkim

638. SHRIMATI DIL KUMARI BHANDARI: Will the Minister of AGRICULTURE be pleased to state:

(a) the quantum of fund sanctioned for ICAR annually during 1989-90 and 1990-91;

(b) the percentage of total funds allotted to ICAR, Sikkim branch during this period; and

(c) the achievements made by this branch?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI K. C. LENKA): (a) Sir, the funds, sanctioned ICAR during 1989-90 and 1990-91 were Rs. 253.69 crores and Rs. 319.71 crores respectively.

(b) The percentage of funds allotted to the ICAR units in Sikkim was 0.24 during 1989-90 and 0.21 during 1990-91.

(c) Twelve high yielding varieties including 5 in rice, one in wheat two in maize, three in mustard and a fodder oat variety for green forage have been developed. High yielding varieties have also been recommended for vegetable crops like fresh bean, pea, bhindi and radish and chemical control of leaf blotch disease has been achieved for Large Cardamom variety "Pink Golsey" yielding 1.32 q/ha. Maize and soybean/ricebean forage inter-cropping system has been developed giving an yield of 412 q/ha green fodder. Germplasm of exotic and indigenous fieldpea has been evaluated.

Technology for mixed farming of agriculture and livestock has been developed and recommended.

Exotic rabbits have been introduced for their adoption in Sikkim conditions.

The Krishi Vigyan Kendra established at Saramra organised 255 training courses benefitting 2009 farmers, farm-women and rural youths. It also organised demonstrations of improved package of production technology covering major food crops, pulses, oilseeds horticultural crops.

SAARC Reserve Fund for Economic Activities

639. SHRI HARI KISHORE SINGH: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether there were any differences of opinion between the delegations of India and Pakistan on the creation of Reserve Fund for Economic Activities under the auspices of SAARC at the recent Maldives Meet;

(b) if so, the details thereof; and

(c) the reaction of other member nations to the Indian stand?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI MADHAV-SINH SOLANKI): (a) to (c) At the recent Meeting of the SAARC Council of Ministers in Male, there was no proposal to create a Reserve Fund for Economic Activities. However, there was discussion, at the officials level, on a proposal to create, with external assistance, a Regional Fund for SAARC programmes in general. Most Member States, including Pakistan, favour the principle of creating a SAARC Regional Fund, although they differ on details. India believes that such a Fund is neither necessary, nor desirable, nor even feasible. The SAARC Council of Ministers decided to convene an Expert Group Meeting to examine carefully all the issues relating to this proposal.

12.00 hrs.

[*Translation*]

SHRI SURAJ MANDAL (Godda): Mr. Speaker, Sir, following the Supreme Court's order holding the levy of cess on mineral wealth in Bihar as unconstitutional, Government of Bihar is suffering a loss of about Rs. 2 crore daily. The Chief Minister of the State met the Prime Minister and the Finance Minister in this connection. In this regard, I would like to point out that there has been no increase in the rate of royalty of Rs. 5 per tonne, which was fixed 15 years back. The State Government had written to the Union Minister of Energy on 13-3-91 to revise the rate of royalty according to the current value of rupee, but the request has not been considered so far.

Mr. Speaker, Sir, the financial condition of the State has deteriorated to such an extent that the work on all schemes has come to a standstill. In this connection, the Chief Minister of the State had also given notice to sit on fast unto death on 29th July in front of the Prime Minister's office in protest against Centre's reluctance to solve this problem. Therefore, I want that the Government should take a decision in this regard today itself.

The situation in the State has taken an ugly turn because the State Government has been suffering a loss of about Rs. 2 crore daily. The State Governments of Madhya Pradesh, West Bengal, Orissa etc. are also suffering losses on this account. Since the financial condition of Bihar is critical, it is very necessary to take a decision urgently in the matter....
...(Interruptions).....

[*English*]

SHRI BASU DEB ACHARIA (Bankura): The revision of royalty on coal is pending for several years. The Central Government is not taking any decision on the royalty on coal to be paid to the State Governments. Why are they dragging the matter?

When there is financial crisis in the States, the Central Government is dragging the matter. Why are they not taking any decision on the revision of royalty on coal which concerns with all the coal-producing States, Bihar, West Bengal and Orissa. (Interruptions.)

SHRI SRIKANTA JENA (Cut-tack): The Finance Minister is absent.

SHRI BASU DEB ACHARIA: This issue is pending for several years. Why are they not taking a decision? You can direct the Finance Minister to come and make a statement.

MR. SPEAKER: Mr. Acharia, please sit down.

(Interruptions)

[Translation]

MR. SPEAKER: If all of you start speaking on this issue at the same time, it can neither be understood nor go on record. One of the hon. Members from your side has raised this matter and it has gone on record. You know very well that we are going to have a discussion on the General Budget. This matter can be raised during discussion on General Budget. The issue can also be raised when the Demands for Grants of this Ministry come up for discussion. If you start speaking like this, it will be of no use.

(Interruptions)

[English]

SHRI BASU DEB ACHARIA: We want immediate statement from the Finance Minister. This issue is very serious.

[Translation]

SHRI RAM VILAS PASWAN (Rosera): Mr. Speaker, Sir, the Chief Minister has announced that he is going to sit on fast unto death. Government of Bihar is suffering a loss of about Rs. 2 crore daily. (Interruptions)

[English]

SHRI SRIKANTA JENA: This is a very serious matter.

SHRI BASU DEB ACHARIA: In the month of February, the Finance Minister had assured this House that the royalty would be revised.

SHRI SRIKANTA JENA: Bihar, Orissa and West Bengal have been approaching the Government on this issue. We demand a statement from the hon. Minister.

SHRI BASU DEB ACHARIA: The Finance Minister should come and make a statement.

[Translation]

SHRI SURYA NARAYAN YADAV (Saharasa): The State is suffering a loss of about Rs. 2 crore daily. The Central Government is giving a stepmotherly treatment.

(Interruptions)

[English]

SHRI SRIKANTA JENA: The Finance Minister should come to the House. You can direct the Finance Minister to respond to this matter.

MR. SPEAKER: Please take your seats.

[Translation]

Please go to your seat and sit down.

[English]

SHRI BASU DEB ACHARIA: Sir, the leader of the House is here. He can respond. Why can't he respond? Why is he dragging his feet on this matter? Why is it pending for so many year, for 7-8 years? Royalty has not been awarded. (Interruptions)

MR. SPEAKER: Please don't do like this. Please resume your seats. Please go back to your seats.

(Interruptions)

SHRI SOMNATH CHATTERJEE (Bolpur): Mr. Speaker, Sir, I am sure no section of the House will treat it as a party matter. You find that the Members of Parliament from different States, from the three Eastern States are very much concerned. They feel agitated because so long the cess was being realised and royalty was being realised. Now, because of the Supreme Court's decision, the position has been qualitatively altered which has affected very seriously the financial provisions of these States. They are unable to meet the important expenses for which provisions have already been made in their Budgets, in their Plans. Now, because of this decision of the Supreme Court, all the States are agitated. This is a matter on which all the States are agitated. I request the Government to take up this matter seriously and urgently. After all, the Government are talking of consensus, consultation process and all that. Yesterday, they said: "We want the States to be benefited." Now, when the States are finding it difficult—even so many important steps are to be taken by the States—if the financial resources are being curtailed, it affects very substantially the plans and programmes of the State Governments. What are you going to say? The Leader of the House is here. The Finance Minister should be here. Let them make a statement as to what is being done. This is not for the first time today it is being raised. It was raised even in the Ninth Lok Sabha also. We have been making this demand for a long time.

SHRI BASU DEB ACHARIA:

A categorical assurance was given in this regard. (*Interruptions*)

SHRI SOMNATH CHATTERJEE: Some steps should be taken. The Government should also react. I request the hon. Leader of the House to respond as quickly as possible, today or tomorrow. (*Interruptions*)

[*Translation*]

SHRI RAM VILAS PASWAN: Mr. Speaker, Sir, yesterday I raised this matter very seriously. The difficulty is that they are not trying to understand the feelings of the House and the State Government's point of view in the matter. This is a very serious matter. When the Chief Minister of the State says that he would go on fast unto death, the Central Government must realise the gravity of the situation ... (*Interruptions*)...

[*English*]

SHRI A. CHARLES (Trivandrum): Is it the way for the Chief Minister to behave?... (*Interruptions*).

We are with you. We extend our support. But this is not the way of doing things. ... (*Interruptions*)...

SHRI BASU DEB ACHARIA: Shri Charles, do you extend your support?... (*Interruptions*)...

[*Translation*]

SHRI RAM VILAS PASWAN: You know that Bihar, Orissa and West Bengal are backward States. The entire mineral wealth is concentrated in these States, yet the State Government do not have money to pay salaries to its employees. The Government of Bihar as well as other States have repeatedly been demanding enhancement of the rates of royalty. The State Government is suffering a loss of about Rs. 2 crore daily on this account, but the matter is not being considered in the Cabinet. The Chief Minister of Bihar has threatened to go on fast unto death if a decision is not taken in the matter by the Central Government. In spite of all this, the Government is not taking it seriously. We are left with no other option. Shri Arjun Singh is the leader of the House but this should have been replied by the hon. Minister of Finance. I would like to say through you that we want to respect all conventions. But they must understand

our helplessness. You understand the feelings of all of us. We want the Government to give an assurance and make a statement in this regard. Let the leader of the House or the Finance Minister tell us as to what steps the Government is going to take in the matter. We want a categorical assurance today, but it does not mean that we shall not allow the House to function. We are very agitated on this issue. Therefore, while maintaining the decorum of the House, we shall compel the Government to make a statement on the subject... (*Interruptions*)...

MR. SPEAKER: Please take your seats. All of you are well aware of the gravity of the issue. You have also said that the Chief Minister is going to sit on fast. But if such issues are raised during Zero Hour, can the Government respond to them without giving them careful consideration? If you want this issue...

(*Interruptions*)

SHRI RAM VILAS PASWAN: What is the alternative?

MR. SPEAKER: That is what I am saying. If the issue is so serious, you can take it up with the hon. Minister. You can also place it before the Presiding Officer and find a way out if there is any. If you raise such issues during Zero Hour and want the Government to respond, it will also not be proper on the part of the Government not to respond. Your issue is definitely serious. I would say that this matter can be raised when debate on the General Budget takes place...

(*Interruptions*)

MR. SPEAKER: Just listen to me, please. You take your seats first. There are other avenues also. I am saying that the hon. Minister can be asked to clarify the policy in the matter when he replies to the debate on the General Budget. You can also give a notice for Calling Attention if you so desire. But if

you raise this matter during Zero Hour, how can a reply be given. This will serve neither your nor their purposes. (*Interruptions*)...

[*English*]

MR. SPEAKER: Chhedi Paswanji, not like this. You do not get any thing out of this.

[*Translation*]

If you start speaking before I speak, I would not be able to say what I have to say. If you do like this, you are not going to get anything out of it. What I am saying is that you may raise this matter during the debate on the General Budget and then the Government could be asked to clarify its policy on the subject. It will create a lot of difficulty if you insist upon getting reply during Zero Hour.....

(*Interruptions*)

SHRI CHANDRAJEET YADAV (Azamgarh): We are happy that you are admitting the seriousness of the matter. It was decided in the Business Advisory Committee that until Budget is presented, we cannot bring a Calling Attention or an Adjournment Motion on the subject. We are bound by this decision and we honour it. The Chief Minister has been compelled to take this step. The work in the State has come to a standstill for want of resources and that is why he is going to sit on fast from 29th, 27th and 28th are holidays and thereafter the Budget will be presented. How then shall we be able to raise it? We do not want the Chief Minister to go on fast. We are accepting your advice as there seems to be no other way out. The leader of the House is present here. This matter concerns four States. My request is that either you accept our Calling Attention on this subject for tomorrow or the Minister should give a statement in the House... (*Interruptions*)...

MR. SPEAKER: If there is any serious problem, it is certainly discussed. But we see that what should

be discussed in the House and what not. If we will discuss each and everything on the floor of the House the whole time of the House will go waste. Please leave this matter and allow the matters included in the agenda to go on. You are welcome to my chamber for a discussion on this matter. If you want an assurance here, much of the time will be wasted. The time is yours, I have no objection if you take up this subject in Zero Hour, during Railway Budget or any other time.

SHRI RAM VILAS PASWAN:
Please give an assurance.

[English]

MR. SPEAKER: I am not going to assure like this. You come to the Chamber and discuss

(Interruptions)

[Translation]

SHRI RAM VILAS PASWAN:
Please allow the Leader of the House to speak.

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): Honourable Speaker, Sir, the subject on which the Honourable Members are expressing their concern is certainly an important issue, there can't be any doubt about it. It is also true that the administration should express its view clearly in this context. The question is how to do so. I believe the whole House will have a unanimous decision as to how this important issue shall be brought in the House. This we have left to you, so please bring out a solution as early as possible... (Interruptions)...

SHRI RAM VILAS PASWAN:
It is a matter of the Government, why are you involving the Speaker?

SHRI ARJUN SINGH: Please listen to me...

[English]

SHRI BASU DEB. ACHARIA:
The Government is not taking any

decision, the Government is dragging.

SHRI ARJUN SINGH: It is not a question of not taking any decision (Interruptions)...

[Translation]

Listen to me please. I am not saying that I am thrusting some responsibility on Honourable Speaker. Speaker is all in all in this House. I am making this request only to know how Mr. Speaker will give the permission to bring this matter here. We are fully prepared. I say that if Mr. Speaker.....

SHRI RAM VILAS PASWAN:
Please give a Statement.

MR. SPEAKER: Not in this manner.....

[English]

Please take your seats. We will meet in the Chamber and we will decide that the statement will come before the House as soon as possible, quickly.

(Interruptions)

[Translation]

SHRI SRIPAL SINGH YADAV (Sambhal): Honourable Speaker, Sir, there is a branch railway line from Sambhal to Moradabad in my constituency and four trains have been withdrawn from that branch rail line by Divisional Railway Manager, Moradabad.

MR. SPEAKER: You are speaking about Railways and you want to take it up in the Zero Hour?

SHRI SRIPAL SINGH YADAV:
I have already submitted that 1 SRN, 2 SRN, 3 SRN and 4 SRN trains have been withdrawn. I would like to draw the attention of the Honourable Railway Minister to restart these train services immediately.

SHRI RAMESH CHEENNITHALA (Kottayam): Mr. Speaker, Sir, the people of Kerala State are concerned over the shortage of milk. The number of consumers of milk have increased for the last two years. State Government has taken so many steps to remove the shortage of milk but it has not been able to remove it. The State Government is trying to buy milk from other States. The Minister of Agriculture of Kerala State had a discussion with the hon. Minister about the same and he had approached him to get permission for getting milk from other States. I request the Minister of Agriculture to grant permission to Kerala State as early as possible so that the problem of shortage of milk can be solved.

MR. SPEAKER: Please be seated. Don't be impatient. I am just now calling your name.

SHRI CHHEDI PASWAN (Sarasaram): Mr. Speaker, Sir, before I speak anything. I would submit to you that my colleagues have already distorted my name—Chhedi Paswan as Chedi Paswan. It is Chhedi and not Chedi. The correction may please be carried out.

Mr. Speaker, Sir, Central Government had launched a scheme to open telephone booths at several places for providing communication facilities at National and International levels for the benefit of common people. In the beginning of the scheme it was believed that it will provide employment to lakhs of unemployed youth, but the Government has fully handed it over to capitalists whereas it was to provide employment to a large number of unemployed youths. Mr. Speaker, Sir, I, therefore, request the Government that such booths should be handed over to those youths whose names are registered with the employment exchanges.

SHRI MADAN LAL KHURANA (South Delhi): Mr. Speaker, Sir, we were told that there would be a discussion on Shanmugam... *(Interruptions)*.....

MR. SPEAKER: I will tell you later on.

SHRI MADAN LAL KHURANA: It is a very important issue *(Interruptions)*.....

MR. SPEAKER: I will not allow you like this.

SHRI MADAN LAL KHURANA: You had promised that a statement would be issued to that effect... *(Interruptions)*.....

MR. SPEAKER: I am telling you the same thing. I may not be able to tell you as and when you want me to.

[English]

I cannot go according to your time-table. I will go according to mine.

(Interruptions)

[Translation]

SHRI SATYAPAL SINGH YADAV (Shahjahanpur): Honourable Speaker, Sir, I want to draw your kind attention to a very serious problem. In U.P. 28 districts including Bareilly circle, Moradabad Circle, Lucknow circle and Agra circle are facing famine. We went to the Chief Minister of Uttar Pradesh as a group of representatives and had a discussion with him. Demonstrations and dharna are being held but they are not able to give any kind of help because of lack of their resources. Therefore, through this House, we request the Government to give some such assistance to U.P. Government so that the supply of electricity and water there which is hampered because of famine can be restored. Animals are not getting any fodder. Drinking water is absolutely unavailable in these 28 districts. Sir, I want to draw the attention of the House towards this serious problem and request you to provide some assistance to the people there.

SHRI BRISHIN PATEL (Siwan): Mr. Speaker, Sir, in Bihar, eradication of Kala-azar has become a challenging task. Millions of people are suffering from this disease there and thousands have already lost their lives due to this disease.

Mr. Speaker, Sir, this question has been raised in this House earlier also, but I regret to say that the House does not have the slightest feeling about it. Mr. Speaker, Sir, May and Baker Company is manufacturing Pentamidine in England and the same company is manufacturing drugs in India also. If this company can manufacture this medicine in England, what sense does it have that it can't be prepared in India? Mr. Speaker, Sir, I would like to draw the attention of the Hon. Union Health Minister to completely take over the work of eradication of this disease and discuss the problem with W.H.O. Otherwise 18 crores of People of Bihar and adjoining States like Orissa and Uttar Pradesh will also be affected. Mr. Speaker, Sir, it is a big problem. I would like to request you to give a directive to the Government to look into this problem seriously. This question has come under discussion many a time earlier also. Mr. Speaker, Sir, you are a kind hearted person. So please give them a direction in this regard... (Interruptions).....

SHRI RAM VILAS PASWAN: Kala-azar is very serious problem, say it is most important... (Interruptions).....

SHRI BRISHIN PATEL: It is the question of life and death of millions of people and the government is not taking any notice of it. The disease is spreading.

SHRI CHANDRA JEET YADAV: It is spreading in Bihar and Uttar Pradesh also....

SHRI RAM VILAS PASWAN: Mr. Speaker, Sir, this disease is more dangerous than plague.

MR. SPEAKER: Shri V. S. Rao.

[English]

SHRI SOBHANADREESWARA RAO VADDE (Vijayawada): Sir, through you, I would like to bring to the notice of this Government that a very large number of robberies, dacoities and murders are taking place in the State of Andhra Pradesh in the trains, on the national highways and state highways. There is no security to the life and property of the citizens. The situation is very very alarming.

I request the Government to take immediate steps for improving the law and order situation in the State of Andhra Pradesh and to provide adequate security to the life and property of the citizens there.

[Translation]

SHRI RAMASHRAY PRASAD SINGH (Jahanabad): Mr. Speaker, Sir, education plays a vital role in restructuring the society of a country. This is very important for us today. There is growing resentment in the people as there is no uniformity in the education system. The education which is being provided to the poor in rural areas is not employment oriented. As a result there is unemployment which is manifesting itself in other aggressive forms like terrorism, extremism and lawlessness. The unity and integrity of the country is in danger. The language dispute is also fast becoming controversial because there is no lingua franca in the country. There are frequent riots on this account also throughout the country. Therefore, I urge the Government to bring about uniformity in education and language throughout the country so that the unity and integrity is maintained and the country marches ahead.

SHRI RAJENDRA AGNIHOTRI (Jhansi): Mr. Speaker, Sir, I would like to draw the attention of Minister of Human Resource Development to Jhansi, Lalitpur, Hamir-

pur and Banda areas of Bundelkhand region. This area is historically very important. The signs of memorable events still exist in this area. For example, the temple of Chandragupta in Baruasagar, the fort of Maharani of Jhansi and the magnificent temple of Maharaja Ranachod Singh in Lalitpur. Similarly, the Garh Kundhas of Tikamgarh is also very famous. The maintenance of these monuments is with the Archeological Survey of India, but things as they are today—I am not levelling any allegations—those who are responsible for the maintenance of these places are behind the illegal encroachment at these places and even permanent structures have come up there. Not only this efforts are being made to wipe out this historical monuments. Last year the hon. Minister had given an assurance that efforts would be made to beautify these places through the Archeological department, which is entrusted with the task of maintenance of these places, so that these could become places of tourist attraction. But today things have come to such a pass that the officials of Archeological department itself are instrumental in illegal encroachment at these places. Therefore, I would like to draw the attention of the hon. Minister of Human Resource Development to the assurance given by the Government last year for the beautification of the fort of Maharani Jhansi and urge that the work should be completed without delay.

[English]

SHRI SAIFUDDIN CHOUDHURY (Katwa): Sir, We all are disturbed at the news that tomorrow a *bandh* will be observed in Tamil Nadu and counter-bandh in Karnataka for the Cauvery water. If the States take this kind of agitational path, I think, it is not conducive to the integration of the country. It is the duty of the Central Government to come forward and make a statement.

(Interruptions).

MR. SPEAKER: Mr. Charles, you need not talk to him.

(Interruptions)

SHRI SAIFUDDIN CHOUDHURY: It is a very serious matter. I think, the Central Government must react to the situation and come forward with a statement, and see that an amicable settlement to this dispute is arrived at.

I demand that Prime Minister makes a statement so that this kind of impasse is ended forthwith.

SHRI SRIKANTA JENA: Two Central Ministers—one belonging to Tamil Nadu and another from Karnataka—are involved in this.

SHRI M. R. JANARTHANAN (Tirunelveli): Sir, the interim award has not yet been honoured. At this juncture, I am sorry to state that the Chairman of the Sub-Committee on Cauvery Water has gone to the Press. He had said that it is necessary to protest against the neo-colonial attitude of the Tamil Nadu Government. Is asking for water a colonial attitude? This is a very serious matter. I want to counter what the hon. Member has stated. We are the affected persons. Now, I would like to recall the lamb and wolf story. We are the lambs and they are the wolves. We feel that the wolf is fortunate now. This House knows fully that we are in need of water. Therefore, the Central Government must direct the Karnataka Government to honour the award.

SHRI JASWANT SINGH (Chittorgarh): Mr. Speaker Sir, the DIG of the CBI, entrusted with anti-terrorists work, particularly, of the States of Jammu and Kashmir and Punjab, was caught taking a bribe which is reported to be of Rs. 10 lakhs. Thereafter Sir, what is most unusual is that, though the Government regulations on the subject enjoin that should an officer be actually caught while taking a bribe, then it is both mandatory and automatic that his suspension takes place. This suspension has not taken place. I would

like to know from the Government as to what the exceptional circumstances are because of which this DIG has not been suspended. His parent organisation, the Central Bureau of Investigation, has recommended his prosecution and reports have appeared that the Government of India is resisting such a prosecution. This is also a very exceptional step taken by the Government of India, when the parent organisation itself is recommending the prosecution. Therefore, the Government must explain as to why he has not been suspended and why the Government is resisting his prosecution, when both the steps are highly exceptional steps.

SHRIMATI MALINI BHATTACHARYA (Jadavpur): Sir, I have the same question as has been mentioned by the hon. Jaswant Singh just now. The question relates to the DIG of the CBI against whom there have been serious allegations by the Central Bureau of Investigation itself. Sir, there is a saying in Bengali that one may use the mustard seeds for exercising the evil spirit. But when the evil spirit itself enters the mustard seeds, then it is very difficult to exercise it. Now, we are wondering as to whether this evil spirit has entered the mustard seed itself or not. Why is the Government not taking any steps against the DIG concerned?

[Translation]

SHRI GIRDHARI LAL BHARGAVA (Jaipur): Mr. Speaker, Sir the Central Government used to provide paper at subsidized rates to the Rajasthan Government so that the students could get cheap note books. This practice had been continuing for the past many years and the students of Rajasthan were getting cheap note-books. Unfortunately, this year the Central Government has stopped providing paper at subsidized rates from the mills and as a result the students in Rajasthan are facing lot of difficulty as cheap note books are not available. Therefore, I want to urge the Government, through you, to restore the supply of subsidized paper to Rajasthan as was the practice in previous years.

[English]

SHRI V. DHANANJAYA KUMAR (Mangalore): Sir, there is a serious sea erosion taking place in Ullal near Mangalore town and five houses have already been washed away by sea water. There is about 300 Km of coastal area in Karnataka. Crores of rupees are given to Kerala for the prevention of sea erosion by construction of protection wall, whereas Karnataka is totally neglected in this regard. I would request the Government through you to provide sufficient funds to the Government of Karnataka to prevent further sea erosion. The matter is very serious. There is imminent danger and about one hundred families may be washed away... (Interruptions).

MR. SPEAKER: You have made your point. Please sit down.

SHRI V. DHANANJAYA KUMAR: Sir, I demand a statement from the Government.

SHRI MANORANJAN BHAKTA (Andaman-Nicobar): Sir, this is a very important issue. Yesterday, there was a report in the Madras Edition of the *Indian Express*. It has been reported that the Government of India has decided to ship the LTTE detenus from Tamil Nadu to the Andaman and Nicobar Islands. I have received a number of telephone calls in the morning. There is a state of panic there and people are restless and there will also be a law and order problem. The hon. Minister of State for Home Affairs is here. We totally oppose this idea and I want an assurance in this House that these detenus will not be sent to Andaman and Nicobar. Our small island is not a dumping ground and this small union territory should not be treated in this manner. The Government should tell this House that these detenus will not be sent to Andaman Islands. I want a categorical assurance from the Minister who is sitting in the House now.

SHRI E. AHAMED (Manjeri): Mr. Speaker Sir, there have been thousands of evacuees from Kuwait and Iraq who anxiously want to go back to Kuwait and Iraq for employment. But it so happened that the present pathetic conditions prevailing in the Regional Passport Office at Calicut have made them suffer more. As there is no sufficient staff, thousands of their applications for passport are still pending clearance. There are about 15,000 to 20,000 passport with the Passport Officer to be disposed of due to want of staff. These people who have come all the way from Kuwait after a lot of suffering are still anxiously waiting to get back for employment. In case there will be any delay, they may even lose their job opportunities in those countries. I hope the Government will address itself to this problem and see that this sort of lethargic attitude is checked.

SHRI PALA K. M. MATHEW (Idukki): Sir I want to raise an urgent matter. The pepper cultivators in Kerala are on a warpath and the situation is assuming explosive proportions. The present price for pepper is quite inadequate and unremunerative. The consequences of devaluation and the Budget have made the situation even worse. Under these circumstances, the minimum price of pepper should be fixed at least at Rs. 7,000 per quintal. I also want to mention another point. Quickwilt, flea beetle and other diseases have devastated vast areas of pepper cultivation. Immediate steps for compensation, grants, aids, rehabilitation, replantation and research should be taken. I request the Commerce Minister and the Agriculture Minister to take immediate steps.

SHRI CHITTA BASU (Barasat): It is reliably learnt that the Government at the present moment are contemplating to curtail the activities of the Jute Corporation of India. It was a Government of India undertaking which was set up early in the year 1972 for a purely and solely social purpose. The social purpose was to provide the jute growers

of West Bengal, Assam, Bihar, Uttar Pradesh and Andhra Pradesh whose number is not less than 4 million, remunerative price so that they may not be pleased by the jute barons and other middle men.

Sir, the JCI, since its inception, has played a positive role and ensured a stable market situation for the jute growers and that did not allow the jute barons to please the jute growers of Western India and other parts of the country. It is also learnt that there is a move on the part of the Government to change the procurement policy with regard to jute and I think that will be very much ruinous for the jute growers of our country. At present the JCI has over 200 purchase centres of its own and co-operatives of another 280 purchase centres. Unless the Government immediately issues instructions to start the purchase operation of raw jute in different parts of the country. I think the jute growers will have to be in a great plight. JCI has got a capacity of mopping up not less than 25 per cent of the total jute production in our country. Sir, I want that the Government should give immediate instructions to JCI in this regard.

SHRI ANADI CHARAN DAS (Jaipur): Sir, I wish to raise a very serious matter. The Minister of Finance made a Statement to ban recruitment, creation of new posts under Central Government, in order to effect economy in expenditure. This will affect the reserved posts for Scheduled Castes and Scheduled Tribes. Already the backlog of reserved posts, which is being carried forward from the previous year, is not cleared and there will be further accumulation of the reserved posts. This will affect the interests of SC/ST. So, I would like to know from the Minister the stand of the Government in this regard.

[Translation]

SHRI D. D. KHANORIA (Kangra): Mr. Speaker, Sir, there is acute shortage of kerosene oil in

Kangra and Chamba districts of Himachal Pradesh. In remote hilly areas, where there is no electricity, people live in the dark. I, therefore, request the Government to make arrangements to provide kerosene to the districts of Chamba and Kangra in Himachal Pradesh.

[English]

SHRI K. P. REDDAIAH (Mahhlipatnam): Sir, as on today, the Government of India is passing through a very critical financial crisis. Singareni Colliery Limited has mooted a tender for open mines at the cost of Rs. 600 crores. Two tenders have been received from West Germany and the cost of West German tenders proved to be higher by Rs. 200 crores. Singareni Colliery Limited constituted a Committee comprising technicians and financial advisors. It went to Neyveli Lignite Project wherein similar types of open cast mines have been executed by the top Indian firms. They recommended that we should not accept this Company's tender wherein Rs. 200 crores by way of foreign currency has to be paid in excess.

Therefore, Sir, if the Government is serious enough, if the Coal Ministry is serious in this matter, they should immediately send a signal that these tenders should not be accepted and only the local expertise should be utilised in the coal mines.

[Translation]

SHRI VILAS MUTTEMWAR (Chimur): Mr. Speaker, Sir, I would like to raise a serious matter through you. Gadchiroli district of Maharashtra is a backward district and predominantly a tribal area. About 100 tribals have died in the district because of an outbreak of a serious epidemic during the last one month. The Government came to know about these deaths through a newspaper report. You may be aware that it is the responsibility of the Government to provide medical facilities but there is no such facility in this area. Reason being that the district is in the grip

of naxalites. Crores of rupees are being spent on the Action Plan which is meant to deal with the naxalites. If there is increase in these incidents the Government ignores it as a mere law and order problem. But now when about 100 tribals have died of an epidemic nothing has been done. My question relates to both the Health Ministry and the Home Ministry. I would urge the Government through you, to check such incidents there. Many people have died there recently and they have not been identified. I therefore, request the Government to pay attention in this direction.

[English]

SHRI RAM NAIK (Bombay-North): There has been a very serious Railway accident in my constituency-Bombay-North between Borivli and Dahisar. It took place this morning in the crowded peak hours.

The point is that I have been informed that the overhead wires which are live and which supply electricity to local train motors, were cut off. I have been also informed that some persons have died. I do not know what is the number. I only demand that the Railway Minister while replying to the Railway Budget, today, should make a statement and give the facts.

THE MINISTER OF RAILWAYS (SHRI JAFFER SHARIEF): Only one person has died. About 20 people are injured. The General Manager is there on the spot. Everything is being taken care of. (Interruptions)

[Translation]

SHRI P. M. SAYEED: Mr. Speaker, Sir, just now my hon. friend, Shri Manoranjan Bhakta made a submission about the Andaman and Nicobar Islands. A news item has appeared in Indian Express as well as in a local daily that apart from the Andamans the LTTE detenus are being shifted to Lakshdweep also. I feel that this attitude on the part of the Govern-

ment of India is not good. You will be astonished to know that one of the Eelam leaders was kept in Lakshdweep for several months. Our fishermen could not venture into the sea even for fishing due to this reason. This situation prevailed for four months. Nobody knows about it. It was kept secret. When such a situation is prevailing in these islands, officers with bad service record are being posted either to Andaman and Nicobar Islands or to Lakshadweep. This attitude is not good. The statement of the Minister of Home Affairs that appeared in the newspapers has created much confusion among the people. The Minister of Home Affairs is here. He should refute the statement that these people are being taken to the Andaman-Nicobar Islands. He must make a statement in this regard.....(*Interruptions*)...

SHRI MANORANJAN BHAKTA:
He should make a statement.

.....(*Interruptions*).....

[*English*]

SHRI CHANDRA JEET YADAV (Azamgarh) : Both the representatives from the Islands are here. They should be taken seriously (*Interruptions*)

SHRI MANORANJAN BHAKTA:
Sir, both the hon. Ministers are sitting (*Interruptions*)

MR. SPEAKER: I am not allowing that point regarding transfer of officers. I am not going to allow the transfer of officers in a bank to be raised on the floor of the House. Please take your seat.

[*Translation*]

MR. SPEAKER: You are a senior Member. You should listen to what I am saying. It should not be so.

12.54½ hrs.

ANNOUNCEMENT BY THE CHAIR

Re. Discussion on Shanmugam's Case

[*English*]

MR. SPEAKER : There were so many Members who wanted to discuss Shanmugam's case yesterday. I have received some notices. I was thinking as to when it can be fixed for discussion.

We are going to discuss the Railway Budget today and tomorrow happens to be the day for Private Members Business. We are working on Saturday. We will take it up at 4 o'clock on Saturday.

SHRI CHANDRA JEET YADAV (Azamgarh): When?

MR. SPEAKER: Saturday.

SHRI CHANDRA JEET YADAV:
I have been asked by the Lok Sabha Secretariat to give a lecture to new Members of U.P. Assembly. So, I will not be here. But I have given a notice.

MR. SPEAKER: I cannot adjust like this.

(*Interruptions*)

MR. SPEAKER: Do you not want the Railway Budget to be discussed today? Do you also not want that the Private Members' Business should be discussed tomorrow?

SHRI CHANDRA JEET YADAV:
Can we not discuss the Railway Budget tomorrow?

MR. SPEAKER: I have decided. I would request the hon. Members that, if they have any point to be discussed with regard to admission matters and other things, they can come to my Chamber and we will discuss about them. But if you go on discussing such matters on the Floor of this House, then it will become an unending affair.

12.55½ hrs.

PAPERS LAID ON THE TABLE

Notification under the Census Act, 1948

[English]

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMEN-TARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M. M. JACOB): On behalf of Shri S. B. Chavan, I beg to lay on the Table a copy of the Census Rules, 1990 (Hindi and English versions) published in Notification No. S.O. 967(E) in Gazette of India dated the 31st Decem-ber, 1990 together with an Errata published in Notification No. S.O. 81-(E) dated the 8th February, 1991 under sub-section (3) of section 18 of the Census Act, 1948.

[Placed in Library. See No. LT-127/91]

Annual Report and Audited Accounts of the National Water Development Agency, New Delhi for 1989-90

THE MINISTER OF STATE OF THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAV): On behalf of Shri V. C. Shukla, I beg to lay on the Table a copy of the Annual Report (Hindi and English versions) of the National Water Development Agency, New Delhi, for the year 1989-90 along with Audited Accounts.

(2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT-128/91]

Annual Report of and Review on the Working of the Bharat Aluminium Company Limited etc. for 1989-90

THE MINISTER OF STATE OF THE MINISTRY OF MINES (SHRI

BALRAM SINGH YADAV): I beg to lay on the Table—

(1) 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 on the working of the Bharat Aluminium Company Limited for the year 1989-90.

(ii) Annual Report of the Bharat Aluminium Company Limited for the year 1989-90 along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

(2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT-129/91]

Notification under the Central Reserve Police Force Act, 1949

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMEN-TARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M. M. JACOB): I beg to lay on the Table a copy of the Indo-Tibetan Border Police, Additional Deputy Inspector General (Engineer) Recruitment Rules, 1990 (Hindi and English versions) published in Notification No. G.S.R. 54 in Gazette of India dated the 26th January, 1991 under sub-section (3) of section 18 of the Central Reserve Police Force Act, 1949.

[Placed in Library. See No. LT-130/91]

Annual Report of and Review on the working of the Himachal Pradesh Agro Corporation Ltd., Shimla for 1989-90 etc.

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI MULLAPPALLY RAMACHANDRAN): I beg to lay on the Table—

- (1) A copy each of the following papers (Hindi and English versions) under section 619A of the Companies Act, 1956:—

(a) (i) Review by the Government on the working of the Himachal Pradesh Agro Industries Corporation Limited, Shimla, for the year 1989-90.

(ii) Annual Report of the Himachal Pradesh Agro Industries Corporation Limited, Shimla, for the year 1989-90 along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT-131/91]

(b) (i) Review by the Government on the working of the Rajasthan State Agro Industries Corporation Limited, Jaipur for the year 1987-88.

(ii) Annual Report of the Rajasthan State Agro Industries Corporation Limited, Jaipur, for the year 1987-88 along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

- (2) Two statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT-132/91]

- (3) A copy each of the following papers (Hindi and English ver-

sions) under section 619A of the Companies Act, 1956 read with clause (c) (iv) of the proclamation dated the 11th May, 1987 issued by the President in relation to the State of Punjab:—

(i) Review by the Government on the working of the Punjab State Seeds Corporation Limited, Chandigarh for the year 1985-86.

(ii) Annual Report of the Punjab State Seeds Corporation Limited, Chandigarh, for the year 1985-86 along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

- (4) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library. See No. LT-133/91]

12.56 hrs.

THE CODE OF CRIMINAL PROCEDURE (AMENDMENT) BILL*

[English]

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M. M. JACOB): On behalf of Shri S. B. Chavan, I beg to move for leave to introduce a Bill further to amend the Code of Criminal Procedure, 1973.

MR. SPEAKER: The question is: "That leave be granted to introduce a Bill further to amend the Code of Criminal Procedure, 1973."

The motion was adopted.

SHRI M. M. JACOB: I introduce the Bill.

*Published in the Gazette of India, Extra-ordinary, Part II, Section 2, Dated 25-7-91.

12.56½ hrs.

STATEMENT RE. ORDINANCE

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMEN-TARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M. M. JACOB): I beg to lay on the Table an explanatory statement (Hindi and English versions) giving reasons for immediate legislation by the Code of Criminal Procedure (Amendment) Or-dinance, 1991.

[Placed in Library. See No. LT-134/91]

12.57 hrs.

MATTERS UNDER RULE 377

[English]

MR. SPEAKER: The House shall now take up matters under Rule 377. Shri Dharam Pal Singh Malik.

(i) Need to provide train facilities to the Commuters travelling between Sonipat and Delhi

[Translation]

SHRI DHARAM PAL SINGH MALIK (Sonipat): Mr. Speaker, Sir, Sonipat falling under the Northern Railway is a district headquarters. It is situated at a distance of 40 km. from Delhi. Due to housing problem in Delhi, about 25,000 commuters travel from Sonipat to Delhi daily to earn their livelihood. Two additional electric trains should be introduced for the benefit of these commuters. These trains should leave Sonipat Railway Station at 8 A.M. and reach Delhi at 10 A.M. and in the evening they should leave for Sonipat from Delhi at 4.00 P.M. With this arrangement inconvenience being faced by long route passengers in trains between Delhi and Sonipat because of these daily commuters could be removed to

a great extent. At the same time more and more people living in Delhi will start living in Sonipat thus help-ing to solve the housing problem in Delhi. I urge the hon. Minister of Railways to resolve this problem im-mediately.

(ii) Need to provide adequate funds for early Completion of Trichur-Guruvayoor railway line

[English]

SHRI P. C. CHACKO (Trichur): Trichur Guruvayoor railway line is the long-felt need of the people of Kerala. The completion of the line in time is important in the sense that it puts the holy town of Guruvayoor on the rail map of India thereby fulfilling the aspirations of devotees visiting Guruvayoor from all over India. The work on this project was started with a great enthusiasm but it is now fac-ing a crisis due to paucity of funds. According to the present estimate, it requires at least Rs. 20 crores for completion of the project. To carry on the ongoing works itself require Rs. 6 crores. I request the hon. Minis-ter of Railway to make a special allot-ment of funds for the expeditious completion of the line and to ensure that the survey work of the proposed Guruvayoor-Kuttippuram line is under-taken immediately.

13.00 hrs.

(iii) Need for adequate Central in-vestment for the development of Kerala

13.00 hrs.

PROF. SAVITHRI LAKSHMA-NAN (Mukundapuram): Central in-vestment in Kerala State is declining year by year. In the year 1984, it was 1.84 per cent and in the year 1988, it declined to 1.59 per cent. Out of fourteen central sector units, sever-al units, proposals for expansions, additions, etc., are still pending with the Union Government for its approval. Apart from this, a proposal

[Prof. Savithri Lakshmanan]

from the State Government to establish an ordnance factory and a rail coach factory is also pending. Likewise various other demands pertaining to the development of the State are also pending with the Government of India.

If the Central investment is not streamlined immediately, the State will find it difficult to meet the demands of the public. I would, therefore, urge upon the Government to appoint a high power committee to go into the development proposals pertaining to Kerala State and recommend a special provision to clear the backlog within a stipulated period.

(iv) Need to declare Uttar Pradesh as 'drought affected State'

[Translation]

SHRI BHAGWAN SHANKAR RAWAT (Agra): Mr. Speaker, Sir, I would like to draw the attention of this august House to the following matter of urgent public importance.

As there was no rainfall in Uttar Pradesh this year, the State is hit by severe drought. Water level in Agra has gone down. Crops could not be sown due to drought situation. Wherever they were sown, they are getting destroyed due to scarcity of water. Scarcity of water in reservoirs in Uttar Pradesh has caused a fall in the power generation. The Central Government on the other hand has not been providing electricity to the State from the Central Electricity Grid. Due to this, irrigation done by electrically operated wells has also not been possible. Production in factories is going down.

The Central Government has not declared Uttar Pradesh as a drought affected State. It is a matter of urgent public importance. Therefore, I would like to request the hon. Minister to declare this State as drought affected and to grant financial assistance to it alongwith ensuring power

supply and starting drought relief work...*(Interruptions)*...

(v) Need to ensure adequate supply of electricity, water and diesel to cope with the drought situation in Eastern Uttar Pradesh

SHRI HARI KEWAL PRASAD (Salempur): Mr. Speaker, Sir, I would like to draw the attention of House to the following matter of urgent public importance—

Many areas in Uttar Pradesh are experiencing drought. Crops like sugarcane and others standing in the fields are getting dried. Sowing of the best Kharif crop, paddy has been stopped, thus posing a danger of foodgrain shortage in future. Due to water scarcity fodder crops could also not be sown. Water is scarce in canals. Power cuts imposed by the Government of Uttar Pradesh have further deteriorated the situation. In rural areas, power is not being supplied even for 4-5 hours continuously due to which public as well as private tube-wells are not working. Pumps are lying unutilised due to non-availability of diesel. If this problem is not resolved immediately the lives of human beings as well as animals will be in danger. At the same time the economy of the country will be adversely affected. While drawing the attention of the august House to the above problem, I demand that immediate steps should be taken to increase power supply and to release water in canals and to make diesel available. Besides, collection of revenue should also be suspended.

(vi) Need to name Tuticorin Airport after the name of MGR

[English]

SHRI M. R. JANARTHANAN (Tirunelveli): Tuticorin is the capital city of the newly formed Chidambaran District, named after a veteran freedom fighter in my constituency. It is also an important port city, with many textile industries and

heavy industries like SPIC. There are many export houses and one heavy water plant there. The Vagai-kulam Airport, whose construction is nearly over, and is solely constructed for Tuticorin and suburban public is yet to be inaugurated. I request the Central Government to name the airport after the late Chief Minister, M.G.R. as M.G.R. Airport and arrange for its inauguration immediately, with air linking of Tuticorin with Bangalore, Madras and Trivandrum, to make the air services economically also viable.

(vii) Need to set up Doordarshan and Akashwani centres in Santhal Pargana, Bihar

[Translation]

SHRI SURAJ MANDAL (Godda): Mr. Speaker, Sir, the population of Santhal Pargana in Bihar has reached 40 lakhs. Sixty per cent of its total population belongs to Scheduled Tribes. However, no Akashwani and Doordarshan Centres have been set up there, so far.

Therefore, I would like to request the Government to set up Doordarshan and Akashwani centres in the Santhal Pargana.

13.06 hrs.

RAILWAY BUDGET, 1991-92—
GENERAL DISCUSSION
AND
DEMANDS FOR GRANTS
(RAILWAYS), 1991-92—Contd.

[English]

MR. SPEAKER: Now we shall take up further discussion on the Railways Budget and the Demands for Grants (Railways). Shri Udaisingh Rao Gaikwad.

SHRI UDAISINGHRAO GAIKWAD (Kolhapur): Sir, at the outset I support the Railway Budget. I shall be very brief because of time limit and shall give a few suggestions to the Railway Ministry, mostly confining to my District Kolhapur in

particular and Maharashtra in general.

Kolhapur has got historical importance followed by its predominance in agriculture and industry. Its railway station is one of the oldest stations in India and centenary celebrations had already been observed. The Kolhapur railway station requires many improvements. Firstly, adequate staff should be provided to this station. Secondly, new Platform no. 3 needs shed. It should be covered, provided. The Railways have spent about Rs. 11 to 12 lakhs on railway dispensary building at Kolhapur. It is covered by a nice compound. It is a beautiful building. But unfortunately, since the opening of the building, it is closed. For the last three or four years, no staff has been provided to this dispensary. The Medical Officer and staff comes from Miraj to Kolhapur twice a week and treat the patients. And four hundred railway families are staying there. During the emergency they have to run to Civil Hospital, Kolhapur and practically this dispensary is closed. So, I still do not know as to why so much amount is spent on this dispensary, which is not working properly. I would request the Railway Minister to see and act upon it and also provide some staff to this dispensary so that four hundred families will be benefited.

Now I come to reservations. Kolhapur is the last station from Bombay and it is very close to Konkan. Inflow of passengers between Kolhapur and Konkan is quite heavy. But there is not much reservation facility here. Only a few berths are there. The reservation quota of First Class, A.C. Class and IJ Class is quite inadequate and it should be doubled.

I would like to bring to the notice of the hon. Minister one more thing, i.e., change of zone. At present there is a great difficulty in having reservation, settlement of claims and movement of goods traffic because Kolhapur is attached to South Central Railway and the headquarters of which is

[Shri Udaisingh Rao Gaikwad]

at Secunderabad. They have to get reservations and other claim settlements from Secunderabad. So, Kolhapur should be joined with Central Railway, which has got headquarters in Bombay.

Sir, I now come to loss of wagon loads and pilferage. There are many complaints in this regard from Maharashtra and more particularly relating to pig iron and coal, which is used in industry. Many claims have been settled. Yet there are many claims which are yet to be settled. But the fact remains the same that the industry requires raw materials to run the industry and not the compensation amount for raw materials. If this thing will happen again and again, then the industry will come to a full-stop and become sick. So, I would request the Railway Ministry that it should take a serious note of it and act strongly.

There is one more thing and that is one extra train from Kolhapur to Bombay. At present, there are two trains running from Kolhapur to Bombay. One is Sahyadri Express and the other is Mahalaxmi Express. Sahyadri Express takes 14 hours and Mahalaxmi takes ten hours. Even though these trains are running in the evening, there is one more thing that they have to stop at Mirage where the passengers get the connecting trains for Goa and Bangalore. If these trains are late, then naturally direct passengers suffer. So I would plead with the Minister that the only solution lies in running a separate superfast train between Kolhapur and Bombay sometime in the evening.

Lastly, I congratulate the Railway Ministry for giving top priority to the Konkan railway line which was a dream of the Konkan region. Also I feel that lack of funds must not stand in the way of constructing this line. So my request is that funds should be provided for this project.

These are a few suggestions which I wanted to make. Again I support the Railway Budget.

[Translation]

SHRI KASHIRAM RANA (Surat): Hon. Mr. Speaker, Sir, I would like to express my views on the Railway Budget for the year 1991-92 presented by the hon. Minister of Railways. First of all, I would like to thank the hon. Minister for fulfilling a long pending demand for including Surat and Sawai Madhopur Stations as stoppages on the route of the Air-conditioned Express plying between Bombay and Delhi. One suggestion that I would like to give here is that, when the Government has conferred the country's highest civilian award, the 'Bharat Ratna' on the late Sardar Patel to honour him for the services rendered by him to the country, it should also name this train after him, to perpetuate the memory of the late leader in the minds of the people. Further, this train runs three days a week. If the trains make their departure from Bombay on the days on which they leave Delhi, it would not only make the journey much more convenient to the passengers, but also remove much of the difficulties, they presently face. I would also say that enough attention has not been paid in this budget towards the passenger amenities. Though it has spread no effort to make their purses lighter. The Railways expect to collect Rs. 584 crores within eight months through the increase in passenger fares. The hike in the fares could have been justified, had the hon. Minister made some provisions for the improvement and expansion of facilities for the passengers. Whenever on behalf of the Passenger Associations we make a request for additional facilities to passengers, we are told that there is a shortage of resources and as such, they are not in a position to do anything at present. Consequently, daily commuters and other regular passengers face a lot of inconvenience and difficulties. The hon. Minister of Railways has not outlined any measure in the Budget, proposed to be undertaken to remove the difficulties faced by the passengers. Similarly, for a long time, there have been

demands for laying new railway lines and for conversion of Metre-gauge into broad-gauge lines. However, the hon. Minister of Railways has made it clear that conversion of the existing lines and laying new lines would involve an expenditure of near about Rs. 3005 crore and that the Railway Ministry is not in a position to incur such a heavy amount. Thus, we find that this Budget doesn't contain any proposal for the conversion of existing narrow-gauge lines or for laying new railway lines. Our area has a large network of narrow gauge lines, which needs to be converted into broad-gauge. There is a metre-gauge line between Palampur and Ahmedabad and the people who commute on that route face many problems, which we people, sitting in Delhi, cannot even visualize. Therefore, it is very essential that the conversion work, that has been put off for the time being should be re-started immediately. Financial constraints are not something new to us, it will be there in future too, but we should not compromise at any cost on the facilities to be provided to the passengers. Therefore, you should fulfil the demands of the public in this regard.

Too much burden has been placed on the shoulders of the passengers. When I went through the contents of the Budget proposals, I was astonished to find that 42 per cent of the total revenue is to be incurred on the pay and allowances alone. Only two per cent of the total revenue has been earmarked for developmental works which is very little. With this small amount, it would be impossible to improve even the existing facilities. Therefore, the money allocated for this purpose should be increased.

It is not that we haven't approached the Railway Ministry with these proposals, but they have always turned a deaf ear to our pleas. To cite an example, last year, a new train, 'Tapi-Ganga Express' was introduced. It runs twice a week. However, when

it was introduced, we were given an assurance that the frequency would be increased to four times a week. Although over a year has passed since then, it continues to run twice a week. Not only this, I also feel that this train should go via Allahabad, as it would prove immensely beneficial to the lakhs of people from North, who have settled down in Surat and Ahmedabad. Therefore, you should see to it that the Tapti-Ganga Express goes via Allahabad. We have repeatedly made our requests, in this regard to both the Railway Ministry and the hon. Minister of Railways. However, no such provision has been made in this Budget also. If the frequency of this train is increased to four times a week and if its route is diverted a bit to pass via Allahabad, it would prove to be very convenient and helpful to the Surat-based North Indians.

Seventy per cent of the total track route of Western Railway passes through Gujarat. There is a long pending demand for the transfer of the Western Railway headquarters from Bombay to Gandhi Nagar or Ahmedabad and it should be fulfilled as the demand is totally justified. In the context of this demand, I would like to draw the attention of the House towards a development that took place in the past. Many years back, a committee had made some recommendations to create (establish) new divisions at many places including Bhopal, Ambala and Ahmedabad. However, except in the case of Ahmedabad, all other recommendations were accepted. The Railway Ministry is yet to grant the status of a Division to Ahmedabad. Although, the demand for shifting the headquarters of Western Railway from Bombay to Ahmedabad has been there for a long time but the Ministry is yet to take steps in that direction. Ahmedabad is the (*de-facto*) capital of Gujarat and this long pending demand should be conceded at least on this basis but the Railway Ministry doesn't seem to be convinced so far.

[Sh. Kashiram Rana]

Mr. Speaker, Sir, alongwith all this, I would also like to draw the attention of the hon. Minister of Railways towards the fact that the conversion of the Veraval-Rajkot line from metre-gauge to broad-gauge was sanctioned long back. At the initial stages, the project was estimated to cost Rupees 12 crores, but today, it has gone upto Rupees 50 crores, but the conversion work is yet to be completed. Therefore, it is my humble submission that all efforts should be made to expedite it and complete the work.

Mr. Speaker, Sir, I was elected from the Surat Constituency. I would like to draw the attention of the hon. Railway Minister towards a very serious matter pertaining to my constituency. When this city had a population of just three lakhs, the Surat Railway Station had three platforms, and the number remains the same even today, although the population has risen to twenty lakhs. Moreover, during those days, only ten or twelve trains used to pass through Surat, but today the scenario has undergone a total change and the station caters to 30 passenger trains apart from innumerable goods trains. Unfortunately, apart from constructing a new platform, that too without any facilities, no steps have been taken to improve and expand the facilities, keeping in view the growing population and related issues. What I want to emphasise is that the existing station is too small to cater to a city with a population of 20 lakhs, a city which boasts of a number of industries including textiles, diamonds and Zari (Gold/Silver brocade), a city which is visited by a large number of people in connection with business. The problems currently being faced by the people would be alleviated to a great extent, if a new full-fledged station is built on the eastern side of the existing station. I request the hon. Minister of Railways to give a serious thought in this direction, because most of the railway stations located in South

Gujarat are very small. The Railway Budget hasn't mentioned any proposal to remodel these stations or to establish 'Model Stations'. Even the railway station in Navsari doesn't have adequate facilities. Recently, the Railway Ministry got contracted a ticket window and a waiting hall at an expense of seven to eight lakh rupees, but these minor improvements are not going to make much difference. There is a flourishing diamond industry there, thousands of people from outside have settled there and people from all over the country visit that place and it is very much necessary to build a new railway station on the western side of the existing station, where there is ample land, in order to provide adequate facilities to the people. The railway station at Navsari should be re-modelled on the lines of the stations at Bharuch and Ankleswar, because it has generally been observed that the small stations are not able to meet the requirements at the people.

Hon. Mr. Speaker, Sir, I will conclude after saying just one more point. This budget depends too much on fare hikes, so far as resource mobilisation is concerned. What I want to say is that there is ample scope for improving the efficiency of the railways. There are many ways in which we can check corruption and other malpractices. If we improve the efficiency of the Railways and check the ever growing corruption, we shall be able to mobilize enough resources that it won't be necessary to burden the common man. On the contrary, I also believe that if the efficiency is improved, We would be in a position to lower the fares and make life more comfortable for the common man.

Although, there was a recommendation to create the post of a Member (Stores) in the Railway Board, nobody has been nominated so far. Therefore, the Railway Minister should immediately nominate some one as Member (Stores) in the Rail-

way Board. Bunglings, embezzlement, and Mismanagement are the hallmarks of the functioning of railway stores located in many states and I believe that creation of the post of a Member (Stores) would prove helpful in putting an end to these malpractices and consequently it would improve efficiency, which in turn would not only enable the Railways to raise additional resources but also strengthen the national economy as a whole.

Mr. Speaker, Sir, I am extremely grateful to you for giving me an opportunity to speak.

[English]

SHRI SUNIL DUTT (Bombay-North): Sir, I am very grateful to you for having given me this opportunity to speak on the Railway Budget. I congratulate the Minister of Railways Shri Jaffer Sharief for presenting us such a generous Budget, keeping in view the economic problem of our country and specially the problems of the common man. There is no doubt that this Budget takes care of every section of our society. It also takes care of transport of our daily commodities of life from one place to another.

But, I may say that the Hon'ble Minister has shown step-motherly love to the suburban commuters of Bombay. The suburban train service in Bombay has shown profit throughout in the past couple of years. It was not, therefore, fair on the part of Railways to hike the fare of suburban railway's monthly passes. With the proposed increase the fare of second class long distance travel by quarterly pass will be increased by Rs. 40, and the first class quarterly pass will now cost Rs. 160. I would like to bring to the kind notice of the Hon'ble Minister that the people who travel by suburban trains in first class are not very rich people. They are mostly from middle class or higher middle class of

our society. They are mostly professionals. The daily commuters include professors, teachers, advocates, doctors, small businessmen, shop-keepers and business administrators. Most of them depend on their monthly salaries. Most of the rich people have their own conveyance and they do not depend on Railways.

The Central Railway has 65 to 67 nine-coach rakes and runs 1,050 trains. The Western Railway has 59 nine-coach rakes and runs 824 trains. Each train is supposed to carry one thousand people sitting and another one thousand people standing in the train. But, fortunately or unfortunately, the trains are always overloaded with a capacity of three to four thousand people. Sometimes people are hanging outside the door resulting in accidents. The Bombay Suburban Passenger Association has prepared a time-table by which we can run more trains in the same time limit and can provide better transport facilities to the passengers and can save a lot of human life. I wish that the Chief Electrical Engineer of the Railways could gather that information from them.

My request is to have two coaches, instead of the present one-and-a-half, for the ladies. Most of the ladies who commute by trains are working ladies and most of the time, they do not have a proper place to sit. I also request that either one full coach or at least one half-coach should be reserved for the disabled persons so that they could commute easily in the overcrowded trains, because ten per cent of our population are disabled persons.

It is generally said that the public transport is always cheapest—than the other private modes of transportation. But it is not true in the case of Railways. Railway transport is the most expensive today. I give the details by way of comparison. In Bombay an auto-rickshaw carries three people for a distance of

[Sh. Sunil Dutt]

1.6 kms. and it costs Rs. 4. That means Rs. 1.33 per person. Moreover this is a door-to-door service. Similarly, a taxi, carrying four persons, costs Rs. 6 for a distance of 1.6 kms. That means Rs. 1.50 per person and that service is also a door-to-door service. But, to catch a train, one has to go to the station. With the present increase of fares, it costs Rs. 1.50 to travel in second class in a train of three to four thousand people. This is just to sit in the train for one-and-a-half kms. though the facility is very inferior. But if a person has to commute for one kilometre, even then he has to pay Rs. 1.50. By first class it costs Rs. 21 for a person in these overcrowded trains.

If you travel from Bombay to Pune by a taxi it will cost you Rs. 117. If you travel by ASIAD luxury bus of 52 passengers, it will cost you Rs. 52. But if you travel by first class in a train it will cost you Rs. 130 and Rs. 37 by second class. Therefore, my earnest request to the Hon'ble Minister is that the public transport should be made cheaper. I would request him not to impose an increased fare on the season tickets of Bombay suburban trains.

Secondly, I would request that the freight charges on milk transport should be reduced and the wide privatisation of the cleaning services that the Government is thinking of giving will definitely affect the weaker sections as well.

Lastly, Sir, I would like to bring to the kind notice of the hon. Minister that in my area Bandra, a very beautiful terminal is set up. But to have a linking road to the main road, there are a lot of hutments that will come in the way and they are required to be demolished. I would request the hon Minister that when those hutments are demolished proper compensation should be provided to those people who have been living there for many many years.

With these words, Sir, I thank you.

[Translation]

SHRI V.N. SHARMA (Hamirpur): Mr Speaker, Sir, I raise to oppose the proposals made in the Railway Budget. This is another document of the Congress Government which has been formulated to befool the people without paying little attention to their difficulties. A total demand for Rs. 23,000 crores, is being made in the Railway Budget out of which Rs. 7 thousand crores have already been sanctioned and Rs. 16,000 crores are being provided now.

[SHRI P. M. SAYEED *in the Chair*]

I think if wasteful expenditure is reduced by 20 per cent the deficit not only in the Railway Budget but also in the General Budget could be bridged over to a great extent. If we go through the annual report of the Railways and make a comparative study, we would find that Railways used to earn a profit of Rs. 15 crore in 1950-51 whereas today it is 173 crore. But at the same time, we should bear in mind that according to official figures the real value of rupee is only 9 paise and therefore in terms of money the profit should have been automatically Rs. 160 crore.

Similarly, the investment in Railways has gone up from Rs. 800 crore to Rs. 19,000 crore. In all other aspects the Railways has expanded its size. The number of engines has increased and their quality has become better. Diesel and electric engines have replaced steam engines. The number of railway coaches has increased manifolds. Similarly, the number of railway wagons has also increased. There has been tremendous hike in the freight haulage and passenger traffic and as a result the earnings of the railways has registered a marked increase. The per tonne freight rate per kilo-

metre which was Rs. 3.16 p. earlier is now Rs. 27.87 p. There is a 900 per cent increase in it. In spite of all this Railways have earned a profit of only Rs. 173 crore. The reason is that there is large scale corruption and over staffing in the Railways. The hon. Minister has said that he would try to 'trim' the organisation. Only this word throughout the entire Budget speech, provides a ray of hope and the hon. Minister deserves congratulations for using this word. But I doubt whether the hon. Minister can keep his word because he would not be able to remove even a single person. Generally slogans are raised here for reinstatement of employees. So far it has been the Congress culture also to provide employment to people at any cost whether there is efficiency or not, whether there is productivity or not. That is why I have my own doubts about the likelihood of the assurance given here being fulfilled.

Secondly, about corruption, I would like to point out to the hon. Minister, who had been the Minister of State for Railways earlier, that even his predecessors—Shri George Fernandes and Shri Abdul Ghani Khan Chowdhury—have admitted that corruption to the tune of over Rs. 2,000 crore is prevalent in the Railways.

Hon. Minister Sir, where are you going? Kindly listen to me patiently. Now I would like to submit what has been happening during your tenure. Some of the examples are:—

[English]

The Statesman dated 17th December, 1980, captioned 'Speed Money' and 'Red Alert', says:

"Varanasi has no coal depot. And yet the citizens' coal needs are met. How? From Mughalsarai, which is next door, of course.

Mughalsarai is reputed to be not only the biggest railway yard but also the biggest centre of goods pilfered from the Railways."

Indian Express dated 23rd August, 1980 captioned, 'Coolies—linchpin of Attari corruption' says:

"It is said that they have pooled in around Rs. 1,500 each to collect about 1.25 lakhs and are looking for the kind of official who could take the money and let Attari retain its glory. The stakes are high".

[Translation]

The Coolies are even ready to pay upto Rs. 10,000 each. This was a news item in 1980. They wanted to get the official transferred from Amritsar to Attari. This was happening at that time, now there has been much devaluation in the value of rupee. The coolies requested that the Attari Checkpost should be shifted to Amritsar itself.

[English]

Indian Express dated 16th November, 1982, captioned, 'Derailing corruption' says:

"The Railway Minister, Mr. Abdul Ghani Khan Choudhury has just ordered the scrapping of the North East Frontier Railway Service Commission on the ground of outrageous corruption."

"The Chairman of the RSC, Mr. B.P. Bhargava was transferred after highlighting grave irregularities in appointments following the 1981 examination. One of his predecessors, Mr. Ashraf Ali Khan, was sacked for gross misuse of powers."

Economic Times dated 6th May, 1983, captioned, 'CBI probe ordered' says:

"Of the 13,500 cases in category 25 screened so far, 6,076 appear to

[Sh. V. N. Sharma]

be involved in malpractices. Hence, the final panel was not permitted to be published though a provisional panel had been released earlier."

Indian Express dated 18th June, 1983, captioned, 'Irregularities in Allahabad RSC exam' says:

"The corruption-ridden Allahabad RSC had been under the control of Mr. Ashraf Ali Khan, a Congress (I) leader and former UP Minister. During his two tenures of five years and nine months, the jobs offered by RSC were "on open sale", according to the *Bhargava* report."

[Translation]

Shri Bhargava himself was one of the Railway appointees.

When Shri Bhargava brought the cases of corruption to light he himself was immediately transferred.

[English]

"According to Railway Board sources, the successful candidates belonged to areas from where most of the Railway bigwigs came. The districts producing a majority of successful candidates are Varanasi (Mr. Kamalapati Tripathi), Mathura (Mr. Ashraf Ali Khan, former Chairman of RSC, Allahabad), and Allahabad Pratapgarh (Mr. Abdul Khaliq, the OSD in Mr. Sharief's office, hails from eastern UP)."

Now, this is *Indian Express* dated 19th June, 1983 captioned "Railway selection racket-II, 2 RSC Chairmen Transferred". It says:

"The Allahabad RSC earlier had a former U.P. Minister and Congress I leader, Mr. Ashraf Ali Khan as Chairman from August 16, 1976 to October 25, 1981. He was sacked when it was discovered that appointments by the Allahabad

RSC had become such a farce that even a physically unfit person was appointed to a job which required strenuous physical work."

[Translation]

It was during his tenure that Shri Ashraf Ali Khan was sacked and Shri Bhargava was appointed in his place. Again it was on his complaint that Shri Bhargava was removed from office and Shri Ashraf Ali Khan was brought back into chair. You can yourself imagine what should we expect from such a person. I have hopes and I believe that the world survives on hope. I am sure you would learn from the past mistakes and would not push the country into a worse situation. I hope you would bring about improvements in the 'Mechanical Monster' so that we do not come across news items like 'Journey, hellish nightmare for the poor'? At least something should be done for those about whom they claim that a lot is being done. Out of the total earnings of Rs. 584 crore, Rs. 200 crore is being collected from second class fare and out of the rest Rs. 384 crore, I could not get the exact figures—may be around Rs. 350 crore would be collected through fare hike. In this way that burden also falls on the poor. Government would not be able to get even 5 to 10 per cent from the fare hike on upper classes mainly used by so called rich persons whom you don't favour. I, therefore, would like to submit to the hon. Minister through you, to stop being hypocritical and instead of taking the name of poor again and again, do something concrete for their welfare.

SHRI NANDI YELLAIAH (Sid-dipet): Mr. Chairman, Sir, we are discussing the Railway Budget today. I would like to congratulate our honourable Railway Minister Shri Jaffer Sharief and Shri Mallikarjun. You are aware of the fact that most of the people in India travel by second class coaches and there is not much

hike in the second class fares and that is why I would like to congratulate Shri Jaffer Sharief.

All the Members participating in the discussion in this House say that their area is backward. If every Member considers his area backward, then which is the forward area? Every honourable Member who comes here after winning the election refers to his area as backward during the discussion.

I come from Siddipet parliamentary constituency of Medak district in Andhra Pradesh. Fifteen years back the then Prime Minister of our country Shrimati Indira Gandhi had won her election from Medak district and constituency in Andhra Pradesh. At that time Mr. M. Baga Reddy was the Panchayati Raj Minister. Mr. M. Baga Reddy has now been elected as a Member. At that time our Medak district of Andhra Pradesh was an extremely backward area. We requested Shrimati Indira Gandhi and the then Railway Minister Shri Kamalapati Tripathi for the construction of a new railway line. The survey was completed in 1980 and the construction of the 8 kilometre long line was also started the same year, but even to this day the 8 kilometre long line has not been completed yet, and I feel very sad about it. I was a Member of the previous Consultative Committee and I had asked this question in that capacity. The estimated cost for the construction of the line was rupees 5 crore. After the increase in the estimated cost and after it was discussed in the then Railway Consultative Committee, there was an increase of Rupees 10 crore. It was covered in vote on account, but I would like to submit to the hon. Minister that the estimated outlay for the construction of this line was shown as Rs. 95 crore. It takes six-hours to complete journey on this route. If the construction work is continuously done on this line for five years, it will take

five years for its completion. Honourable Minister of State in the Ministry of Railways who is present here has represented Medak district and he was elected thrice from that constituency. He also comes from Andhra Pradesh. I would also like to submit that the construction of this 8 km. line alone is not sufficient, but railway lines from Telapur to Peddapalli, Sanghareddi to Changa-reddi, Changa-reddi to Siddipet and Siddipet to Karimnagar should be started, because this railway line will cover two districts. Honourable Minister would be aware of the fact that there are no railway lines only in Siddipet and Karimnagar among all the districts of Telangana. In this backward area Patnecharubu is such a place where BHEL, IDPL and many subsidiary units are functioning there. Siddipet is the Divisional Headquarters. There are so many textile units, rice mills, other mills and it is a business centre also. When I visit my constituency, the people generally desire that they should be given maximum facilities of train service, telephones and post offices. I would request the Honourable Railway Minister who is once again holding the same portfolio that a railway line from Pattanchurubu to Sanghareddi may be constructed as early as possible.

We have got two trains for Andhra Pradesh, one is A.P. Express and the other is Dakshin Express. I would like to inform you that four trains leave Delhi for different city capitals—namely, Delhi to Calcutta, Delhi to Bombay, Delhi to Lucknow and Delhi to Gwalior. I would request you that a similar Shatabdi Express train may please be started from Delhi to Andhra Pradesh. I would request the honourable Minister that there should be a planning and a system in the Railway Ministry so that a map is prepared after a planning of the backward areas about the works to be done at various places, but we find that

[Sh. Nandi Yellaiah]

Railway Ministers come and try their best for introduction of trains towards their own area and construction of railway line in their own area. Such a thing should not be allowed under the democracy. Every member is elected to Lok Sabha after contesting elections and this House should provide justice to all. It is not proper that the trains are introduced and lines are constructed only in the areas belonging to the Railway Ministers. I do not know as to what type of work is done by the Chairman of Railway Board. Members of Parliament who have spoken before me have also said these things.

Mr. Chairman, Sir, I would like to say a few words about the departure time of A.P. Express. The present departure time of the train is such that two days are wasted. This train leaves for Delhi from Secunderabad in the morning and arrives here at 8.30 a.m. I would request the honourable Minister that Secunderabad-bound train leaving Delhi should leave at 8 or 9 instead of 2.30 p.m. so that we can spend the night in train instead of sleeping at home after taking our dinner. If you could change the time schedule, there can be some saving of time instead of wastage of it.

Now I would like to make a submission about my own area. A local train runs between Ailookanam to Maingchal which is a distance of only 30 kms. I would like to inform you that the distance between Maingchal and Manoharabad is 10 Kms. and the people of Manoharabad have to travel to the city with milk and vegetables. There is no train facility for these people there. The distance between Maingchal and Manoharabad is 10 kms. A representation for extension of this line has also been given. We request the honourable Minister to pay his attention towards this problem. I request that a train should be started

from Secunderabad to Bhongir. A large number of people including bank employees and businessmen come to Hyderabad daily by train. I would, therefore, request the honourable Minister to start a local passenger train from Bhongir to Hyderabad.

Mr. Speaker, Sir, I would conclude my speech with one more point. In my State of Andhra Pradesh there is Yadagiri Gutta which comes after Balaji Tirupati Devasthanam temple. It is in our district Nalgonda. Many people from Hyderabad and Secunderabad numbering in thousands visit this shrine weekly to have a darshan of the deity. There are some such railway crossings which create tremendous difficulties to the passengers and the public.

I would request the honourable Minister for the construction of an Overhead bridge there as these bridges have been constructed at Keratabad and Begumpett, so that there is some facility for the passengers.

Mr. Speaker, Sir, lastly, I would end my speech with a request to allocate funds for the ensuing year for construction of railway line from Telapur to Sangareddi which is the headquarters of Medak district. The construction of railway line should not stop at Telapur. With these words I conclude my speech.

[English]

SHRI N. DENNIS (Nagercoil): Sir, while supporting the Railway Budget. I wish to make a few points. In spite of the increase in the cost of fuel and other inputs, a surplus Budget has been presented. Considering the present economic circumstances, the Railway Budget is softer than expected of it.

Though there is increase in the fare and freight rates, yet the increase is modest and it is not hard. The in-

crease in the second class fares is only nominal. The increase is mainly on the upper class passengers who can afford to pay.

Regarding the freight rates, the exemption is extended to essential commodities which is a step in the right direction. There is no change in the rates of platform tickets reservation charges and superfast surcharge. The increase is needed for carrying on the developmental activities of the railways and also to stabilise its financial position.

The emphasis on electrification and also on extension of computerisation to more places and track renewals are welcome features in the Budget. The matter of concern is that there is no proposal to start any new train service, no proposal for any new railway line and no proposal for any new gauge conversion.

I wish to point out that no attempt is made to remove the regional imbalance. There are very few projects in Tamil Nadu. But adequate allocation is not made for the speedy execution of these projects. An amount of Rs. 17.1 crores is allotted for Madurai broad gauge line. But there is no provision for its extension up to Maniachi and thereby to Tuticorin. This is a very important project but the execution of this work is very slow. It would take years if the allocation is low like this. The economic development of the Southern part of Tamil Nadu depends on this project. Therefore, top priority has to be given for this project in view of the commercial importance of the location of Tuticorin and other places located in this State.

Again for Madras, the targetted date of completion of this project between Madras Beach and Luz was 1991.

14.00 hrs.

Only meagre allotments are made. Against the last year's allotment of Rs. 14.85 crores, this year only Rs. 13 crores were allotted. Last year only Rs. 10 crores were spent on this work and the work is very slow. It would take years, if the allocation is too like this. Thousands and thousands of tourists are visiting the Kanyakumari—which is a tourist centre—to see the sun set and sun rise to see the southern most part of our country to see the place where three seas meet and other places of tourist interest and also to offer worship in the famous Bhagavathy Amman temple.

For the promotion of national integration. Kanyakumari should be linked with direct express trains to different parts of the country. At present, there are only three Express trains that are directly going to different parts from Kanyakumari. Instead of introducing more and more trains to Kanyakumari, the trains that are being operated have been taken away.

For instance, the Kannanore Express which was originally operated from Kanyakumari goes only upto Trivandrum. This has to be restored as the passengers are facing lot of difficulties and inconvenience because of its stoppage.

Similarly, Madras-Trivandrum mail. Madras is the State Capital of Kanyakumari district. Now the people of Kanyakumari cannot go directly by the same train, though there is a B.G. railway line up to Kanyakumari. On different occasions, this extension of Madras Mail upto Kanyakumari was put in the time-table but, in the last minute it was given up due to political pressure. Some other Express trains, originally proposed to go upto Kanyakumari were also given up in the last minute. Guwahati-Trivandrum train

[Sh. N. Dennis]

proposed to go upto Kanyakumari, in the name of Vivekananda Express, reminding the memories of Vivekananda who meditated at Kanyakumari, was also stopped in the last minute. Similar is the case with Ahmedabad-Trivandrum Express which was originally intended to go upto Kanyakumari. The Kerala Express has to be extended to Kanyakumari.

The terminals at Kanyakumari are not being adequately utilised. It is over-crowded at Trivandrum. Some trains terminating at Trivandrum can be extended to Kanyakumari which is only 85 Kms. from Trivandrum. Railway lines go beyond the barriers and the operation of trains services should be in the national interest and for the overall convenience of passengers.

Another point I would like to bring to the notice of the hon. Minister is that there is a proposal for establishing a Coaching Complex at Nagercoil. It has an extensive area of 98 acres of land with infrastructural facilities and other conveniences. It is also an industrially backward area.

Another thing I would like to point out is about manning at level crossings. There is an unmanned level crossing at Palliady in the Trivandrum-Kanyakumari Railway line.

The present policy of the Government is that expenses for manning should be met by the local people or by local bodies or by the local Government. The local people won't meet the expenses and the local bodies are also financially not in a position to meet such expenses. The Government of the State won't take interest in such cases. So wherever manning of level-crossings is essential, the Railway Department has to make arrangements for the same. Either manning at the level-crossings has to be done or overbridge has to be provided. An overbridge should be provided at Palliadi.

There are demands for opening of new railway stations at Tenkankuli

and Parvathipuram in the Trivandrum-Kanyakumari railway line. These demand have to be taken into consideration and implemented.

There is also a demand for conversion of metre gauge lines to BG lines along Madras-Vellipuram and Trichy-Madurai which covers the centre of Tamilnadu. It also connects important towns of Tamilnadu. That work has to be taken into consideration.

The casual workers who are engaged in the construction works, after the completion of a particular line, are sent out of work. They are not given any work even in the new projects. In the Trivandrum-Kanyakumari railway line such persons are in large numbers. They should be accommodated. It was considered by the Government that railway passes would be given to the ex-MPs. A decision has to be taken for issuing railway passes to ex-MPs.

An announcement was made for the operation of a superfast day express train between Madras and Tirunaveli, via Trichy and Madurai. That has to be implemented.

The running time of trains should not be more than the running time of the buses. The difference in the facilities and conveniences between first class and second class compartments should be reduced and minimised. In the second class compartments there is no water facility, cleanliness is not upto the mark, toilet is not clean, light arrangement is not adequate. All these will have to be taken into consideration.

Electrification of Kanyakumari-Ernakulam is a necessity—I would like to stress on that. Vaikai train that goes from Madras to Madurai should be extended to Tirunaveli.

SHRI A. CHARLES (Trivandrum): Kanyakumari was a part of Kerala. All these would be done if

Kanyakumari is handed over to Kerala.

[Translation]

SHRI RAJNATH SONKAR SHASTRI (Saidpur): Mr. Chairman, Sir, I am grateful to you for giving me a chance to speak on the Railway Budget. Sir, this Railway Budget has been presented here by my old colleagues Shri Jaffer Sharief and Shri Mallikarjun. So, I do not want to criticise these friends but I am constrained to say that the Budget proposals generate a feeling of utter despair and are without any direction.

A deficit of Rs. 512 crore was shown in the Interim Budget and the main Budget shows deficit to the tune of Rs. 584 crore. If we take the current programmes and schemes into account, this deficit may go up to Rs. one thousand crore. I have been observing in the Parliament for the last many years that whenever the Railway Budget is presented, it shows a deficit and the details thereof given. I have seen that whenever there is a deficit, the Ministry of Railways raises the rates of freight and passenger fare to cover the deficit. This time the passenger fare has been increased very skilfully. Earlier in 1989-90 there had been an income of Rs. 10739 crore on account of hike in the rates of freight and passenger fare and this time our hon. Minister has raised Rs. 2100 crore for covering this deficit. Thus there has been the total extra income of about Rs. 12655 crore. I think this is injustice. This shows that the economy of the Railways is in shambles. Fortunately, this time both the Railway Ministers are experienced fellows. Had they been attentive towards these circumstances, the hike in the rate of freight and fare could have been avoided. One of our friends has pointed out just now that there would be no need of raising the fares and freight rates

if the corruption in the Railways is mitigated. I saw in a report that the number of the ticketless travellers was very high in 1989. That year, a sum of Rs. 13 crore 25 lakh of fine was collected from ticketless travellers. Likewise, a sum of Rs. 15 crore 83 lakh of fine was collected in the year 1990-91 from ticketless travellers. 81,622 and 35,155 persons were arrested during the last year and the current year respectively for indulging in malpractices and punished. These arrests show the income of Rs. 175 crore. I think there has been a surplus income of Rs. 2,000 crore. Today, as Shri George Fernandes has admitted and I recall that in 1982-83 when discussion was going on on the Railway Budget Shri Jaffer Sharief had stated in reply to a question that corruption was rampant in Railways. Thus, both of them accept it. The hon. Minister should draw the attention of Minister of Planning to the fact that the allocations for the Railways in the successive Five-Year Plans have been going down. In the First Five-Year Plan there was 15 per cent allocation for the Railways, in the second plan the percentage was 11, in the third plan it was 7 per cent, in the fourth plan 5 per cent, in the sixth plan 5.2 per cent and in the seventh plan 6.3 per cent. Thus, we see that the allocation for the Railways is going down continuously. I think that the hon. Minister of Railways should talk to the Minister of Planning for getting the allocation raised. There is much corruption in the Railways though it is rampant everywhere in the country but it is on the high side in the Railways. I was going through a report of 1988 in which it is mentioned that 9,327 cases of corruption were found. The number of such cases in 1989 was 10,730 and in 1990 the number was 9,886. In just 35 months 29,983 cases of corruption were found in the Railways. Such a large number of corruption cases in the Railways is a matter of surprise. I request the hon. Minister to look into this.

[Sh. Rajnath Sonkar Shastri]

I would like to say something about a particular case as Shri Jaffer Sharief who happened to be a Minister of Railways earlier is present. I was going through an old case. Shri ()* is a high officer in the Railways. According to other officers of Railways his appointment to that post had been made by Shri Jaffer Sharief in 1982-83. ()* is the highest officer of the department and he indulges fraud and strange are his ways that in the Prime Minister's office...

[English]

SHRI CHIRANJI LAL SHARMA (Karnal): Mr. Chairman, can an officer be attacked by name?

[Translation]

SHRI RAJNATH SONKAR SHASTRI: The issue has already been made public. This issue has been discussed here also. It is not so significant. The hon. Minister has also admitted that he is innocent. A canteen is run by ()* in the Prime Minister's office in which ()* appointed a person.

MR. CHAIRMAN: Please, do not quote name.

SHRI RAJNATH SONKAR SHASTRI: After his appointment that Manager continued to draw his salary for five to six months without attending office and when this matter came to light, the other officers stated that his appointment had been made by Shri Jaffer Sharief. Though Shri Jaffer Sharief refuted this charge by saying that he did not know anything about his appointment. And that fellow was transferred. But this is a matter of surprise that he has assumed the office of Minister again and that the same fellow is still retaining that higher post. He was posted earlier at Allahabad and now

he has been transferred to Delhi. I would like to request the hon. Minister to clarify this. There are many such bunglings.

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): I do not know the person about whom the hon. Member is talking of. He may be one of the thousands of Railway employees. I had appointed a scheduled caste girl, the daughter of an ex. M.P. from Bihar, who is now no more. Today, I am a Minister but tomorrow I may be an M.P. or a former Minister. The Director of Estate was throwing out the belongings of that girl's family. And that girl came to me weeping and I arranged a job for her. Today, she is in the Railways and she is an allottee of a quarter now. I have made this appointment. You may object to it if it is wrong.

SHRI RAJNATH SONKAR SHASTRI: I congratulate the hon. Minister for this good deed. I am well acquainted with his gentlemanliness. Earlier he had arranged contracts to run canteen for some jobless persons.

SHRI DAU DAYAL JOSHI (Kota): It means the charge levelled by the hon. Member is wrong.

SHRI RAJNATH SONKAR SHASTRI: The case pertained to ()* He has said that he did not appoint that fellow. Yet the hon. Minister should look into it as that fellow is corrupt.

[Translation]

Mr. Chairman, Sir, I will take two or three minutes more. There is wide-spread corruption in the catering Department at Varanasi. I would like to mention one of the examples regarding corruption. Three groups of fruit vendors were operating at

*Not recorded.

Varanasi Railway Station. The concerned officials had found that the contractors belonging to two of these groups were corrupt and hence their contracts were terminated. But two contracts were revived later on without the sanction of the Chief Commercial Superintendent or his office. One contract has not been awarded so far. There is provision for sale of miscellaneous articles. There are four or five vending contractors each at the Railway stations of Mughalsarai, Allahabad, Lucknow and even at Kanpur, but only one corrupt individual has been awarded all the vending contracts at Varanasi. When I drew the attention of Shri Mallikarjun to it, he said that he was looking after catering. Sir, I am handing over to you the relevant papers. It is necessary to root out corruption there.

I will resume my seat after making my last point. The ticket examiners are not recognised as running staff although they were included in the category of running staff before 1947. What was their fault? The Britishers charged them with helping the freedom fighters and thus they were excluded from the category of running staff and this position is obtaining even today. This is a serious matter of great consequence. I would like to draw your attention to this matter.

Sir, the work of gauge conversion on Varanasi-Bhatni, Varanasi-Chhapra lines has been going on for the last ten years. The gauge conversion work on Varanasi Bhatni line has been completed somehow, but work on Varanasi-Chhapra line is yet to be completed. I would request the hon. Minister to get this work completed early. Secondly, before the gauge conversion on Varanasi-Bhatni line, the trains of metre gauge line were running providing transportation facilities to lakhs of people of Sadat,

Jakhanian and Daullahapur. These people had got a lot of facility. These people got trains for Varanasi throughout the day from morning to evening. But after the introduction of broad gauge trains, the people of Jakhanian, Sadat and Dullahapur are facing a lot of difficulties. There is no train available to them.

Sir, I would like to submit that no express train is available from Jalalpur station, which is gateway to Varanasi, Jaunpur and Lucknow. A stoppage of Varuna Express should be provided there. Lastly I would like to submit that Jaunpur is an important station. A yard has been constructed there after spending lakhs of rupees, but Bombay Mail has not been provided a stoppage there. Washing of trains is also undertaken there. There is no catering arrangement in the 'Sharamjivi Express'. D.L.W., Varanasi is a big establishment, but it has become a den of corruption. There are irregularities in appointments. Public money to the tune of billions of rupees has been invested in the D.L.W., but officials are indulging in gross irregularities. The Minister should kindly look into it also. In my constituency, Sidhauna halt has been closed long back. It may kindly be reopened.

[English]

SHRI BASU DEB ACHARIA (Bankura): Mr. Chairman Sir, I thank you for giving me this opportunity to speak on the Railway Budget.

Sir, this Budget has been prepared as per the directions of the International Monetary Fund for which enough indications are there. And because of this direction, a decision has been taken to privatise some of the sections of the Railways, particu-

[Sh. Basu Deb Acharia]

larly, catering section, engineering section and conservancy department. We oppose this move of Railways if any department of the Railways will be privatised by the direction of the International Monetary Fund. There is also a move to reduce the strength of the Indian Railways. Indian Railways was once the biggest employer which used to employ about one lakh of unemployed youth. Now, this biggest employer has taken a decision to reduce its existing staff and employees.

Sir, I oppose the hike in fare and freight rates which is stiff.

There is no expansion work. Construction of new lines or gauge conversion is also not there. Even the programme for electrification has been slashed.

A decision was taken long back in the year 1973 to phase out all the steam locomotives and to speed up the electrification work in the Indian Railways. Since then, the production of steam locomotives was stopped. A programme was taken up to phase out steam locomotives and by the end of this century, all the steam locomotives would be eliminated. But till the end of the Seventh Five Year Plan and till the end of the last financial year, only one-tenth of the route kilometres of Indian Railways is electrified. Also, not a single kilometre of metre gauge traction has been electrified so far.

There is a need for electrification of at least important routes in the Indian Railways. But in the current year's Budget, we do not find any such programme. Such programmes are not likely to be taken up in the near future also. I would like to mention about the Howrah-Madras line which is a very important route, via Kharagpur and Vijayawada. Upto Kharagpur, the line is electrified. If the Kharagpur—Vijayawada section

is also electrified, then Howrah—Madras route will be electrified completely.

Similarly, Bandel—Katwa electrification work was demanded in this House a number of times. With regard to Agra-Midnapore line, Agra-Kharagpur section should be electrified.....

SHRI C. K. JAFFER SHARIEF:
How do I carry out all this work, if you oppose my Budget?

SHRI BASU DEB ACHARIA:
I am coming to the resource mobilisation because we are all one on resource mobilisation. The Planning Commission will have to find resources. You cannot always tax the poor passengers. You have to spare them and find out some other ways and means for raising your resources.

I have just now mentioned that a decision was taken to phase out the steam locomotives and to close down all the steam locosheds. There are a number of workers engaged in the steam locosheds. They are called the coal and ash handling workers. Though they are on contract work, they are doing perennial nature of work, for the last 20 to 25 years. They mostly belong to the Scheduled Castes and Scheduled Tribes. There are hardly 5,000 such workers left now. When all the steam locomotives are eliminated and all the steam locosheds are closed, all these workers who belong to the weaker sections of our society and whose work is of a perennial nature, will be thrown out of employment. At least their absorption into the Railways should be considered. In the year 1990-91, there was a report as to how many workers would be left and how many would be thrown out of employment. As per the report, there are as many as 4,000 to 5,000 workers. Many of them have already surpassed the age also. So, the Railway Minister should consider this section of workers also, who belong to the Scheduled Caste and Scheduled

Tribe community. When steam locomotives will be eliminated and steam loco sheds will be closed down then they will be sent out of the employment. Then the problem of reinstatement will come.

Sir, a case was very vociferously raised in this House a number of times. One is about the reinstatement of the victimised workers and another is about giving recognition to unions of the Railways. Sir, these workers were dismissed in the year 1981 for their participation in a strike. In 1973 there was an agreement to reduce duty hours to ten hours. Though there was an agreement in this regard but that agreement was not implemented. Then they had to go on strike. Hundreds of workers were dismissed. They are still out of jobs.

There were a number of judgements by the Central Industrial Administrative Tribunal in favour of these dismissed workers. Central Industrial Administrative Tribunal opposed the dismissal order passed by the Railway Administration but in spite of that these workers were not reinstated. The former Railway Minister Shri George Fernandes issued a very categorical and unambiguous order to reinstate these workers on 8th September, 1990. Then a Statement was also issued on 22nd November, 1990 but that order was not implemented. This issue was raised in this very House by all sections of the House and we demanded that the victimised dismissed railway employees should be reinstated. Shri Janeshwar Mishra was then the Railway Minister. He also made a Statement and assured that these workers would be reinstated. I have got a copy of the proceedings of the House dated 22nd February, 1991 wherein Shri Janeshwar Mishra has commented on the reinstatement of these victimised workers and also about giving recognition to Railway Protection Force Association.

Sir, the Railway Protection Force had their Association but this right to form Association was withdrawn by an Act enacted by this House in the year 1987. In both the cases, Shri Janeshwar Mishra stated in this very House and I would like to refer to his speech:

[*Translation*]

“MR. SPEAKER, Sir, the Government has taken a decision, particularly in case of R.P.F. Association, as already stated by me.”

[*English*]

I have got a letter from Shri Janeshwar Mishra written to Shri Kumaramangalam who is now a Member of the Council of Ministers.

He wrote to Shri Kumaramangalam. “Please refer to your letter dated 25-2-91 regarding an indefinite hunger strike on 27th February, 1991 at 11 A.M. for restoration of recognition to Railway Protection Force Association. As you are already aware, during discussion with you. I have indicated the Government’s sincere concern about the demand of the said Association. It has been decided to grant recognition to the Association subject to the prescribed formalities. In view of this decision, you will agree that there is no need to go on any fast as contemplated.

I would therefore request you to kindly co-operate with us in this matter.

With regards.

Sincerely,

Sd/-

(JANESHWAR MISHRA)”

MR. CHAIRMAN: I would request you to co-operate with me also.

SHRI BASU DEB ACHARIA :
This is what he had said on the floor of this House.

[Translation]

I have already stated the decision taken by the Government in the matter. As regards the employees dismissed during the last agitation, my colleague Shri George Fernandes has already said that as the Railway Minister, he had issued orders to reinstate them. He had also placed the matter before the Cabinet and the Cabinet had also given its approval to it, when it was bowing out. Therefore, the President directed that the decisions taken by that Government just before quitting should be reviewed by the new government. The then Prime Minister, Shri V. P. Singh rescinded that decision of the Cabinet. When we enquired from the officials about the non-implementation of that particular decision, they told us that as the B.J.P. had withdrawn its support to the government on the day this decision had been approved by the Cabinet, the tenure of that government was virtually over.

SHRI TEJSINGHRAO BHONSLE (Ramtek): Mr. Chairman, Sir, he has to speak on the Railway Budget and he has come with a written speech. He is reading his speech. He should be asked not to read his speech. This is my point of order.

[English]

MR. CHAIRMAN: There is no point of order.

[Translation]

It is going to be a difficult proposition to accept certain demands relating to workers today in the name of R.P.F. personnel.

These demands would be raised on that day also when interim budget of Railway is discussed.....(Interruptions) Should we ask them to concede

all the demands today or some of them be left for that day also. (Interruptions) Thus, we think that these will be considered on 5th when there would be a discussion on Railway budget.....(Interruptions)

[English]

SHRI BASU DEB ACHARIA :
This was done on 6th and not on 5th. So, on 6th, he came and made a very categorical statement that those victimised workers would be reinstated. He made this statement on the floor of the House. I would like to know from the hon. Minister what he is going to do regarding the decision taken by the previous Ministry on the recognition of the RPF Association and also on the reinstatement of victimised or dismissed railway employees in the year 1981. May I know whether they will be reinstated or not.

Sir, I also thank the hon. Minister for giving some amount to facilitate the introduction of Dhanbad-Tatanagar Express.

I thank the Minister for this. There is one important line for conversion from narrow-gauge into broad-gauge. Purlia is one of the backward districts of our country where a majority of the people belong to SC & ST community. There is a Purlia-Kotshila 31 km narrow-gauge line. A demand was made for its conversion into broad-gauge long back. I have been making this demand since 1980. Only Rs. 7 crores are required for its conversion. Why can you not make a provision for its conversion in this Budget? If you convert this line into broad-gauge, then Purlia will be connected with Bokaro with the result that the economy of this district will be improved.

A number of trains have been withdrawn. One of them is Hatia-Kharagpur Fast Express. It was withdrawn on the 15th August last year. When this train is not being introduced, at least Hatia-Howrah Express Train should be introduced. A proposal for

this train has come from the Zonal Railway to divert that train via Adra-Bankura. The hon. Minister can consider that proposal.

I again request the hon. Minister to reinstate all those railway employees who were dismissed and consider the recognition of RPF.

[Translation]

SHRI D. D. KHANORIA (Kangra): Mr. Chairman, Sir, I would like to draw the attention of the Railway Minister towards Himachal Pradesh. There are two railway tracks of about 300 Kms. in length in Himachal Pradesh. Both of them had been constructed before 1930. One railway track is from Kalka to Shimla and the other is from Pathankot to Joginder Nagar. During the period of 44 years after Independence, only 10 kms. of railway line from Nangal to Una has been constructed. According to the provision in this budget, about 105 kms. of railway line from Una to Talwara has to be constructed. No work has been undertaken on it till date. During the current year, a provision of two crores of rupees has been made in the present railway budget, and with this amount hardly 5 or 10 kms. of railway track can be constructed in the hilly area of Himachal Pradesh. I request the hon. Minister to increase this provision in the budget so that railway track from Una to Talwara could be constructed at the earliest. There is a narrow-gauge line from Pathankot to Joginder Nagar via Kangra. Approximately ten lakh people of Kangra and Chamba region who travel to places outside the State have been provided reservation facility from Jammu-Tawi, which is 200 kms. away from Kangra. In addition about 75,000 personnel of the armed forces also get reservation from there and if they entrain from Pathankot, they do not get any reservation. Some passengers have to face a lot of difficulty when they have to travel in the lower class compartments as

they do not get reservation for their journey from Pathankot. I would like to urge upon the Railway Minister that the Station Masters of Jwalamukhi Road, Palampur and Baijnath Pathraula stations in the Kangra Valley should be granted reservation quota so that the people of Kangra and Chamba could get reservation in trains passing through Pathankot.

Only one Express train is running in the Kangra Valley. One train which may be named as Dhauladhar Express may be introduced so as to facilitate movement of people.

Generally people travel by buses in Himachal Pradesh, but in the absence of Railway crossings, smooth flow of road traffic is hindered. I request the Railway Minister that railway crossings should be constructed at all such places wherever such a demand has been made. I would write to the Railway Minister about it.

There is a narrow-gauge line from Pathankot to Joginder Nagar which should be extended upto Kullu so that the people of Kullu and Mandi Districts could get the benefit of railway facility. I would like to tell the hon. Railway Minister that there are places in Himachal Pradesh where people have not even seen a Railway train or a railway engine. I would like to submit to the hon. Minister that he should pay his attention to this matter and maximum length of railway track should be laid there.

The distance from Kalka to Parvanoo is only two kms. Parvanoo is an industrial and marketing centre of Himachal Pradesh. Goods are transported from there to other parts. Traders have to spend a tidy sum on transportation of their goods for this distance of just 2 kms. I, therefore, request the Railway Minister that a broad-gauge line of 2 kms. length from Kalka to Parvanoo may please be laid so as to facilitate movement of their goods. One through carriage

[Sh. D. D. Khanoria]

from Pathankot to Kalka may be attached with any train whether Kashmir Mail or any other train for the people of Kangra and Chamba, who have to visit Shimla so that people are provided a direct rail link to Shimla.

There is no lighting arrangement at Railway Stations in Himachal Pradesh. Though platforms are there, yet there is no light, there is no facility of drinking water, and there are no canteens. I would request the Railway Minister that passenger amenities such as lighting, drinking water and canteen may please be provided at these railway stations. I have to say this much only. I hope that Railway Minister will look into these matters and with these words, I thank you very much.

[English]

SHRI PALA K. M. MATHEW (Idukki): I rise to support the basic approach and the content of the Railway Budget. By and large, I feel that this is a very reasonable Budget for which I congratulate the hon. Railway Minister.

In the grim economic situation prevalent in the country one naturally expected that this Railway Budget would be heavily burdensome. But it is less harsh than anticipated.

I would like the hon. Minister to take note of a few things which I would suggest. Because of paucity of time I want to confine myself only to the essential points. One danger inherent in the Railway Budget is that shortly it may turn into a bitter dose because of the very serious consequences of devaluation and also the Budget presented yesterday.

Sir, there is only meagre increase in the fares of the ordinary passenger trains. But there is a steep increase in the fares of Express and Mail trains. The majority of the ordinary

commuters are travelling by Express or Mail trains because of the increased social and economic mobility in modern life. So, I feel that the increase in Express and Mail II Class rates would affect the ordinary commuters to a very large extent.

The impost of increase on upper classes can be appreciated because that would affect only company executives, businessmen, and top officers, and others whose expenses are ultimately reimbursed by the tax-payer and consumer.

The general funds from the General Budget may not be sufficiently supportive of the heavy demands of the Railways. The Railways have to raise their own resources. That is well and good. But that is no justification for the increase. The increase of Rs. 11 per head per year in freight rate cannot be justified in a country like India where 47 per cent of the people are poor. The revenue earning freight traffic aggregated to 318 million tonnes as against the revised target of 316 million tonnes. This shows that the Railways are on their own and could be comfortable without squeezing the ordinary passengers. These increases add fuel to the inferno of inflation. Even the concession or exemption on certain essential commodities will not produce any softening result as expected because of the compulsions of prevalent general economic situation in the country. And that will create chain reactions on prices, which will be naturally enhanced.

The severe hikes for the mobilisation of resources could have been avoided by stepping up (1) operational efficiency, (2) cost control, (3) productivity and other (4) fiscal and structural measures.

The Budget would have been heartily welcomed by all if firm steps had been taken to renew (1) aging rolling stocks; (2) speed-up gauge conversion (3) expedite electrification;

(4) improve passenger amenities; (5) ensure punctuality; (6) modernisation of old dilapidated coaches; (7) extend and expand more lines to States like Kerala; (8) end corruption; and (9) effect a decline in the ratio of their operating expenses to earnings.

Sir, I take very strong exception to the way in which Kerala has been treated in this Budget. I would conclude by saying a few words.

Kerala is mainly a consumer State depending on other States for the import of various manufactured articles. Therefore, the transportation problem in Kerala is comparatively far more acute.

No new lines are provided for Kerala. There is a provision only for completing the Alleppey—Kayamkulam and Trichur—Guruvayoor line. There is nothing for the Malabar area.

And only very little fund is allocated for doubling lines in Kerala.

For Quilon—Trivandrum doubling, Rs. 70 crores are required, but Rs. 5.5 crores only is set apart. No outlay is made for Kayamkulam—Trivandrum doubling.

Though doubling between Kayamkulam and Quilon has been proposed in 1989-90 Budget at an estimated cost of Rs. 34 crore, the outlay proposed was only Rs. 1 crore. Nothing more is provided for in the Budget. No allocation is found for the much-needed doubling of the 307 km. Shornur—Mangalore line.

Doubling of the 40 km. Kayamkulam—Trivandrum line must be completed without further delay.

The Ernakulam—Alleppey Quilon Coastal railway line and the Ernakulam—Kottayam—Quilon central line should not be considered as double lines or parallel lines. Both of these should be doubled separately. Kayamkulam has to be linked to major

cities soon because of the on-coming thermal power station.

I request that works on Alleppey—Kayamkulam be completed quickly and Kayamkulam—Quilon—Trivandrum and Shornur—Mangalore be taken up without delay.

I request the Railway Minister to sanction the following lines and projects at the earliest:

1. Angamaly - Kumaly - Madurai railway through the middle of Idukki District.
2. Angamaly - Pathanamthitta Ranny Hill railway to Achencoil.
3. Kottayam - Sabarimala railway.
4. Extension of Bombay - Konkan railway upto Angamaly.
5. One more Kerala-Delhi train daily.
6. Electrification of Erode-Trivandrum line.

An expert committee has already recommended this electrification. Kerala has offered concessional power tariff also for this Rs. 126 crore project.

The amenities in the dirty, dilapidated coaches running through Kerala must be radically improved. One must travel from Trivandrum to Cannanore to see the wretched condition of the trains and of the poor commuters. All these must be rectified within a time bound programme.

I also suggest that free passes be issued to all the ex-MPs without any discrimination relating to the length of time which they have served or any other discrimination.

MR. CHAIRMAN: Your predecessor had announced that ex-MPs would be provided free passes.

SHRI PALA K. M. MATHEW: I also suggest that the freight on milk carried by railways should be given up. The proposal to privatise scavenging in the railways should also be given up because that affects the poor.

With these comments and suggestions I congratulate the Railway Minister for bringing such a good Budget and I support the Budget.

SHRI CHIRANJI LAL SHARMA (Karnal): In the face of tragedy that is being enacted I long held my peace. But now the growing sense of indignation nay responsibility towards the people I represent has impelled me at last to open my lips and to lay before this House certain views which have long been crying for utterance.

I stand here to support the Railway Budget. But at the same time, I must say that in the matter of allocation northern region is being completely ignored for reasons not known. Yesterday, while the Finance Minister was delivering his speech at the fag end he has made an observation that he would look at the editorials of the press.

15.00 hrs.

Sir, I am making a reference on this very topic 'Northern region ignored':

"Of the 34 new lines, gauge conversions and doubling of tracks proposed in the budget, only three pertain to the Northern Railway with bulk of investment and development going to central India and southern states.

According to these proposals, of Rs. 910 crore to be spent during the current financial year for new lines, doubling conversion and electrification, the northern region's share is less than 5 per cent. It is stated that a provision of Rs. 2 crore has been made for laying a broad gauge line between Nangal

Dam and Talwana, Rs. 17.20 crore for a line between Jammu Tawi and Udhampur and another Rs. 2 crore for a line between beas and Goindwal.

Interestingly, not a single project on electrification finds mention in the budget proposals for the northern region although a provision of Rs. 235 crore has been made during this year. The only project that has been mentioned pertains to the Delhi-Ambala-Ludhiana section whose estimated cost is Rs. 136 crore. The Railways has allocated a meagre sum of Rs. 241 crore for this electrification project.

According to Railway Ministry officials, most of the projects have gone to southern states in general, Andhra Pradesh and Karnataka in particular, and Maharashtra and central India. While the Prime Minister hails from Andhra Pradesh, the Railway Minister represents Karnataka. The two other heavyweights—Mr. Arjun Singh, Union Human Resources Development Minister, and Mr. Sharad Pawar, Defence Minister—belong to central India and Maharashtra, respectively.

Of the 34 new lines, 20 relate to VIP areas and States. The remaining 14 lines which fall in other regions have got small tracks and meagre funds. No doubt, the North-Eastern Frontier Railway has also got eight lines and Rs. 70 crore but this is largely due to defence requirements and pressure of circumstances."

Simply because we do not find any representation in the Cabinet, our rights should not be ignored at least in the matter of development. I have quoted the press report in this regard. I would submit that this discrimination, this injustice must be undone by giving concrete and positive relief to the people in the Northern Region.

Another thing which I would like to remind the hon. Minister is that his

predecessor, Shri Janeshwar Mishra, had made a categorical and positive statement on the floor of the House that railway passes would be given to ex-Members of Parliament. I do not want to repeat it time and again. Members of so many parties have already stressed on this point. I request the Railway Minister that he must honour the commitment and respect the assurance given by his predecessor.

15. 03 hrs.

[SHRIMATI MALINI BHATTACHARYA in the Chair]

Thirdly, I would like to say that some senior officers give shabby treatment to Members of Parliament who represent lakhs of people. I say this from my own personal experience. I do not think it proper to name that particular officer. I want to mention here one incident. A Class-IV of my constituency was transferred from Nilokheri to Tughlakabad, for no fault of his. He came to me for getting his transfer cancelled. I tried to contact the senior officer on telephone for two days—not once, not twice, not thrice, not four times, but eleven times and every time the reply was that he had gone to the Railway Board or that he was busy in the meeting or that he had not come and so on. When I rang up, I was asked as to who was calling? I disclosed my identity and then after a jiffy I was told that the officer had gone here and there. Are we beggars? We are not beggars. We represent lakhs of people. We can expose such officers by naming them not only here on the floor of the House but also in the public. These bureaucrats are not gods in the shape of men as to feed every individual born on this earth. We do not beg anything from them. We have a right to ventilate the grievances of the people we represent. Shall I write to the hon. Minister for the grievance of a Class-IV employee? He says he was on Territorial Army duty to Ludhiana. His A.S.M. made

a false complaint and he was sent from Nilokheri to Tughlakabad. It was for this purpose that I wanted to talk to that officer. We do not want any favour to be showered upon us. We do not beg anything from them. But certainly we have a right to represent the people and to ventilate their grievances. I would also talk to you personally, Sir. It will not be in the fitness of things for me to name that particular officer. I wish to remind him that I have been a Minister myself and I know how the Government is run. This bureaucratic approach of the officers must change, this behaviour of theirs must change and they should know that the Members of Parliament are representatives of the people. They have the right to ventilate the grievances of the people and are here to help in redressal of their grievances. They are officers and they must hear with an open mind.

Madam Chairman, Delhi is overcrowded. This is the capital of the country. All offices of the Central Government are located here. Not thousands but lakhs of people are daily passengers from all sides—from Palwal side, from U.P. side, from Rohtak side, from Gurgaon side, from Faridabad side, from Karnal-Sonepat side—and you know the difficulties they are facing. They do not find proper trains. I am talking of Jhelum Express which runs between Delhi and Jammu Tawi. I travel by this train from my constituency to Delhi every now and then and I know the fate of the daily passengers. This train has eighteen bogies. Two are occupied by armymen. They are not to be disturbed. Two are A.C. Sleeper coaches. Most of the remaining ones are three-tier. Long journey passengers are there. If a commuter enters that compartment, he is charged Rs. 800 to Rs. 1,000 as penalty which is too much. If two more bogies are attached to this train, that is, the Jhelum Express, this will give a good relief to the commuters travelling on that line.

[Sh. Chiranji Lal Sharma]

Punctuality in the running of trains is very much lacking. I make a special reference of Moori Express. This Moori Express is religiously late, not once in a week but eight times in a week. It is never in time. This train is known as Moori Express but it is worse than a passenger train. I would request the hon. Minister to institute an inquiry into the reasons as to why it has become the practice of the runners of this train to run it late. Trains are running late not by one hour or two hours but sometimes by twelve hours. I have had a personal experiences several times. I rang up the Railway enquiry No 131 and asked about Morri Express. They said, Sir, it is coming a bit late, just by half an hour. I went to the railway station and found that the train was to come after three hours. This is how the information is made available to us, i.e. the Members of Parliament. I said: gentleman, you should have told it over telephone. He said: "Well, I am not to be blamed. This is the information that was received and now it is coming late by about three hours." This is what I experienced personally. This practice of late running of trains has to be deprecated and discouraged, and punctuality must be observed.

Sir, I invite your attention to another instance of discrimination towards me and my constituency headquarter. The Amritsar Superfast which leaves Delhi at 2.20 p.m. It stops at Sonapat which is about 27 miles from here, it stops at Panipat which is about 50 miles from here and it also stops at Kurukshetra. Kurushetra and Panipat used to be Tehsils of Karnal district. It stops even at Rajpura which is a Sub-Divisional Headquarters. Karnal is the only railway station, a district headquarters with a population of about two lakhs, where it does not halt. I find no justification in this. When it can stop at a distance of 27 miles from Delhi, that is, at Sonapat, why can't it stop at

Karnal? So, I would request the hon. Minister to remove this discrimination. People rebuke me. People rebuke me saying that: "Panditji, you are representing the constituency consecutively for the fourth term and you cannot have even this much done for us?" Many times I travel by train. Whenever I travel by train, I am surrounded by my voters and supporters who mention about their grievances. I would request the Hon'ble Minister to kindly order for the stoppage of this train at Karnal. We may write any number of letters; but the reply that comes is: "The matter is being looked into". And after a couple of months the reply received is: "Sorry, this cannot be done". It is wisely said that courtesy costs nothing. I reiterate that when stoppage is being provided at smaller stations, stoppage at Karnal should also be provided. This will tantamount to extending courtesy to the people of Karnal.

I would now come to Ekta Express and Unchahar Express which are express trains running between Delhi Ambala and Kulka also. Stoppage for Ekta Express should be provided at Samalkha, Gharonda and Nilokheri stations. Stoppage for this train has recently been provided at smaller stations like Shahabad, Markanda etc. I have been crying hoarse about this and making representations to the concerned authorities. If it is not possible and practicable, because Ekta Express has just to reach Chandigarh at 10.15 A.M., then Unchahar Express may be provided stoppage at Samalkha, Gharonda and Nilokheri because this train goes to Ambala and then stays there for the whole day. This can certainly provided some relief for the commuters.

MR. CHAIRMAN: Please wind up.

SHRI CHIRANJI LAL SHARMA: Madam, with due apology and with all humility I request that I may be allowed to say a few words pertaining to my constituency.

MR. CHAIRMAN: Be brief.

SHRI CHIRANJI LAL SHARMA: Jammu Tawi Super fast is another which was introduced about a year back which leaves Delhi in the morning. There is another train that goes to Jammu Tawi at night. Vaishno Devi temple is very well known. Hundreds of pilgrims visit this place and can board this train at Karnal. I would, therefore, request the Hon'ble Minister that Jammu Tawi Super fast should also be provided stoppage at Karnal. People hardly get seats in the train leaving at night.

The 1-DU train is a passenger train which may please be provided diesel engine. The 2-DU train running between Delhi and Ambala takes a lot of time to reach Delhi because it stops for fifty minutes at Panipat and for another one hour at Sonapat. If the running time can be cut short, it will certainly give a big relief to the Delhi-bound passengers and those who shuttle between Panipat, Karnal and Delhi.

I now come to the difficulties being faced by the pass-holders that is Monthly Season Ticket holders. It was only three days back that I was travelling by a passenger train. Purposely I went by that train. When the train stopped at Gharonda station, about two hundred people came and complained to me that: "Panditji, passes are not being issued by the Railway staff". I called the Assistance Station Master and enquired about the matter. He said that they were not telling the truth. I then asked him if two hundred people were not telling the truth and he alone was telling the truth. I further said that they are crying hoarse that they had to travel daily and they were not getting this much of facility. Then the railway official said that they were short of staff. Therefore, if that be the practical difficulty of the Railway staff, I request the Railway Minister to take it up.

I then come to the issue of level crossing. There is an old manned level crossing at Taraori, which is a historic place, on the Northern Railway. The manned railway crossing is very old. I request that the modern system should be introduced and the old railway gate removed and the road widened for easy traffic. I now come to the issue of reservation of berths.

SHRI AMAL DATTA (Diamond Harbour): The Railway Minister is not here.

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAJESH PILOT): I am noting down the points.

SHRI CHIRANJI LAL SHARMA: I request the Railway Minister that reservation of at least 4/6 berths should be provided at Karnal and Panipat stations for the long distance trains like Dadar Express, Jhelum Express, Deluxe etc.

MR. CHAIRMAN: There are Members of some parties who have not spoken at all. I request the Hon'ble Member to wind up.

SHRI CHIRANJI LAL SHARMA: I have not spoken during the last two-three years on Railway Budget. (Interruptions) I do not know I was called so late, and I anticipated that as and when I speak, there will be a bell from the Chair asking me to wind up. So, I will take only one minute.

MR. CHAIRMAN: No, no. Certainly: Sir, that is not true. Let there be no debate on this. Please wind up.

SHRI CHIRANJI LAL SHARMA: So, Madam, railway sheds should be constructed on platform Nos. 2 and 3 at Panipat and Karnal.

I hope and trust that the Railway Minister will kindly consider favourably all the points raised by me. With these words, Madam, I conclude.

SHRI H. D. DEVEGOWDA (Hassan): Madam Chairman, I know the constraint of the time. So, I do not want to elaborate on the Railway Budget, but I want to draw the attention of the august House to the fact that one of the senior Members while he was speaking in the House quoted an Editorial of a paper where it was mentioned that Karnataka has been shown favouritism because Minister coming from Karnataka State was responsible for such favouritism. In this connection, I would like to draw the attention of this House to show how Karnataka has been treated vary shabbily and how step-motherly treatment has been given to Karnataka. In all the seven Plans after Independence, about Rs. 28,000 crores has been spent for the development of railways. About the achievement of railway route in kilometres, for 10,000 kilometres area, the national average is 89.70, whereas in respect of Karnataka it is 24.30, in respect of Kerala it is 140.00 and in Andhra Pradesh it is about 105.10. I am only quoting these figures in respect of Southern States to show how Karnataka has been discriminated, how it has been treated shabbily and how step-motherly treatment has been given to it so far as the railway development there is concerned. (*Interruptions*) The Minister is there, I know the capacity of the Minister. I know he is a capable Minister, but unfortunately the circumstances have not helped him to take any step towards the development of railways in Karnataka. We have given five Railway Ministers from Karnataka. But unfortunately the State of Karnataka has been totally neglected. Nowadays there is a separatist tendency from the federal structure. This type of step-motherly treatment is the root cause of all these things. I am sorry I do not want to make any remarks on this issue. You must know that I am Indian. But unfortunately, if the step-motherly treatment is continued to be given by the Central Government, the people of the State have to think twice whether they should support our political system.

I want to tell the House how electrification of routes has been ignored in Karnataka. So far as electrification is concerned, I want to draw the attention of this House to the fact that not even a single kilometre has been electrified in Karnataka whereas in Tamil Nadu—I have no jealousy, I do not want to have any grouse for the development that is going to take place in Tamil Nadu, but my grouse is that not even a single kilometre of electrification has been done in Karnataka. Why is there such a discrimination? Mr. Minister, I know even though you are capable enough to deal with the matter, unfortunately the circumstances now might not have helped you to solve these problems.

Sir, from Madras to Jolarpet electrification has been completed, from Madras to Trichy it has been done, from Madras to Vijayawada it has been done, from Jolarpet to Salem the work of electrification has been taken up now. But why not from Jolarpet to Bangalore? Is Bangalore not an important place? Has it not found a place in the railway map of India?

So far as electrification is concerned, in all the seven plans there is an achievement of about 10,000 kilometres electrification, but unfortunately in Karnataka not even a single kilometre of electrification has been done.

So far as the industrial development of Mysore is concerned, the credit goes to late Shri Devaraj Urs. Now, I would request the hon. Minister to include electrification projects from Jolarpet to Bangalore and Bangalore to Mysore in the Eighth Five Year Plan. I am saying that the metre gauge line from Goribidnu to Bangalore have been converted into broad gauge which is hardly about 40 kms. Then, the conversion of Bangalore-Mysore metre gauge line is in progress and is yet to be completed. If this is completed, then it will come to about 190 kms, whereas the country has got 34,000 kms. of broad

gauge. So, I press the hon. Minister to include the following metre gauge conversion in the Eighth Five Year Plan, that is the existing metre gauge line from Mysore to Chamrajnagar should be converted into broad gauge. Then, a fresh broad gauge line should be sanctioned from Chamrajnagar to Mettupalayam in the Eighth Five Year Plan. This is a pressing demand of the people of Karnataka for the last 30 years. Then, the Meeraj-Bangalore metre gauge line should be converted into broad gauge in the Eighth Five Year Plan. One of the new lines which should be included in the Eighth Plan is Hariharakuttu railway line. It is also longleft desire and Hubli-Karwar line also should be included in the Eighth Five Year Plan. These are all issues which are pending for the last 40 years. Now, Kaiga project and the Seabird project naval base have already been established. The hon. Prime Minister has made it very clear that 1-4-1992 is going to be the deadline for finalisation of the Eighth Five Year Plan. I do not want to blame the hon. Minister for not having included these works in the current year's budget because of the difficult financial situation in the country. But, while framing the next railway budget for the year 1992-93, he must keep in mind the injustice that has been done to Karnataka all these years and include all the above works in the next year's budget. He should also include all these works in the Eighth Five Year Plan.

Sir, the people of Karnataka are always very sober and peace-loving. But, if all the above works are not going to be included in the Eighth Five Year Plan and also in the Annual Plan for 1992-93, I would like to caution that they would have no other option except to start a peaceful agitation against the Central Government and fight for justice.

MR. CHAIRMAN: The hon. Minister has agreed to speak at 4.00 p.m.

instead of 3.30 p.m. So, I would request all the Members to be as brief as possible when they rise to speak.

SHRI AMAR ROYPRADHAN (Cooch Bihar): Madam Chairman, while speaking on the Railway Budget discussion, I must say that I oppose the passenger fare and freight hike. I also oppose the idea of privatisation of catering and other services.

Madam, through you, I would like to draw the attention of the Railway Minister towards the NF Railway which is the most neglected railway in the Indian Railways. It is the most neglected in the railway map of the country. Particularly, North Bengal which is within the jurisdiction of NF Railway is the most neglected part. The people of this area are to see the train but not to board it. They will not get a chance to board the train towards Calcutta or Delhi, unless they travel on the roof. If you get a chance, even if you board it, then you have to stand throughout.

The condition of the coach is so worst that it is far worse than the chicken box. All of us know, how the regional forces, separatist forces and secessionist forces are developing and spreading their ugly hands in North-eastern region and surrounding areas. In this context, the Railways should pay more attention. But I am sorry to say that nothing has been done in the Budget.

Yesterday, the hon. Minister of State for Railways, Shri M. Mallikarjun spoke loudly about the electrification. May I ask the Railway Minister, how many kms. have been electrified in the NF Railway, after 45 years of independence? The answer is 'No'. The worst coaches are put in the NF Railway. New coaches will first run either in Northern Railway or Eastern Railway and then those will be placed at the disposal of NF Railway. In Darjeeling Mail, Kamrup Express, Kanchen Junga Express, NE Express, Tin Sukia Mail you will find new coaches.

[Sh. Amar Roypradhan]

Regarding punctuality of train, in the NF Railway zone, trains are running late from two hours to twenty four hours. The Railway Minister and his officers speak of speed of the train at 130 kms. or 100 kms. per hour. In the NF Railway Zone, the Mail or Express train run at the average speed of 40 kms. per hour. But you are charging our people the same rate as it is being charged to the people who travel in the trains at the speed of 100 kms. per hour. Is it justice? We should be ashamed of this.

There is a longstanding demand from the NF Railway zone people that let there be a train from New Cooch Bihar to Calcutta. This demand has come not only from my side, not only from Cooch Bihar side but also has come from the West Bengal Legislative Assembly. It is a unanimous proposal. It was passed in the West Bengal Legislative Assembly. It was not only supported by the CPI(M), CPI, FB and RSP but also by the Congress people of that area. But you did not do anything about it. In the Cooch Bihar area, there are about 2,000 acres of land only with the facility of terminus and hauling. You can start a pair of trains from New Cooch Bihar to Calcutta.

At least you have agreed to the demand of the North Bengal people for running Kanchenjunga Express from Sealdah instead of Howrah. But you should know that this train was introduced for the North Bengal Calcutta passengers.

SHRI SOMNATH CHATTERJEE (Bolpur): By what time will it start?

SHRI AMAR ROYPRADHAN: That is the question. It is mainly for the North Bengal people to see that it is connected to Calcutta. Now it has been extended to Gauhati but when this train reaches New Cooch

Behar, it is a most night about 4 A.M. That means, you will have to spend the night at the railway station where there are no facilities and amenities for the passengers. I would, therefore, request the hon. Minister to change the time of this Kanchenjunga Express and at least it should start from New Cooch Behar at about 7 A.M.

Regarding Balurghat railway line, it has been mentioned and talked about many times. This time the hon. Minister is kind enough to allot only Rs. 1,000. If only Rs. 1,000/- is sanctioned, I do not know how much time it will take to complete this project. It may take 100 or even 1,000 years. Shri A. B. A. Ghani Khan Chowdhary, the then Minister for Railway sanctioned Rs. 3 crore for this project and some earth-work has been done. But now all this work has been abandoned.

I would make a request to the hon. Minister. You please make a big sign-board and put there the words that "In ancient times, there was a proposal for construction of a railway line from Eklakhi to Balurghat by Shri A. B. A. Ghani Khan Chowdhary, Minister for Railways." There is a foundation-stone laid by Shri A. B. A. Ghani Khan Chowdhary, the then Minister for Railways, Government of India. He is from the Congress-I. You put the sign-board and it will be just like a monument for that purpose. I would request the hon. Minister to please think over the matter again and do the needful so that Eklakhi and Balurghat railway line may be completed for the benefit of the Scheduled Caste and Scheduled Tribe people who are mostly living in that part of the country. It is a backward area. It is within North Bengal, mainly populated by Scheduled Caste and Scheduled Tribe people.

I would request you fervently for a railway line for the district headquarters of Balurghat to Eklakhi. If it is not done, the people of that area

will be fed up with the railway administration.

With these words, I would like to oppose the Budget.

SHRI SOMNATH CHATTERJEE (Bolpur): Although that hon. Railway Minister belongs to the Congress Party, he is a good man and we all like him. He is very sympathetic, I know. I have got one proposal to remind him. That is the proposal for doubling the railway line from Khana to Sainthia Junction. This is a very important part of the Sahibgang Loop. The whole area, Birbhum district, Western part of West Bengal, is served by this railway which runs on single line. During Janata Dal, we had made a demand for survey which has been a long-standing proposal. A survey was made. In the survey report, the Railway Minister has strongly recommended that this line should be doubled because it is causing serious inconvenience. I implore the hon. Minister kindly to look into it. Shri George Fernandes had assured us that it will be included in the Eighth Plan. Mr. Pranab Mukherjee is also very much concerned. This is for your kind information. You can also take up the matter with him. He will support me, I am sure. He belongs to the district of Birbhum. This is a proposal. I earnestly request you kindly to consider favourably so that this may be taken up and included in the first year of the Eighth Plan. Shri Jaffer Sharief, I request you that when you have a little time away from Bangalore, please come with me to Shantiniketan, the birth-place of Tagore. Have you ever been there?

SHRI C. K. JAFFER SHARIEF:
Yes.

SHRI SOMNATH CHATTERJEE: Good. Please come once more. Then you will see the difficulties that are faced by the commuters there. Shantiniketan is one of the

tourist spots there. Foreigners also come there. If you come, you will see what great difficulty they are facing because of the single-line. The trains are being delayed; their punctuality is totally lost because they have to give the siding for crossing. Everytime, trains are being delayed. Adequate number of trains cannot be run. This is an one-track of railway-line where there is an Up-train, but no corresponding Down-train is there because they cannot find timings for crossing. This is a unique situation. The 404-down train is not running whereas only the 403-Up-train is running. This is a peculiar train. The train runs only on one side. This is a very serious situation. We have been meeting the General Manager. We are requesting him everytime. A standard reply comes, you know. The only thing is that recently there have been agitations like the *Rail Roko* agitation and things are happening which we don't want. I have spoken to the Railway Users' Association and the Passengers' Association. They are holding patience at my request. I have told them that we shall take up the matter with the new Government. When I saw Shri Jaffer Sharief has become the Railway Minister, I said that it would be considered sympathetically—no doubt he is a helpful honest man.

Therefore, Mr. Chairman, Sir, through you, I make a particular request to the hon. Railway Minister to consider my request. There is no expansion of the railway system in that part of India since Independence. What can we do? Unless we have a Railway Minister from that area, there is no new train. One Railway Minister was there. But he was despatched unceremoniously. Therefore, I have to approach you. I am sure you will do the needful. I request you to kindly take this into consideration.

Sir, I will take only one minute more. The Kanchenjunga Express should have a stoppage at *Gushkara*, which is a Municipal Town with a

[Sh. Somnath Chatterjee]

population of nearly 80,000 people. They have no Express Train, Mail Train which is stopping there. It is affecting its economic prosperity. Non-stoppage of train is very seriously affecting the area. One-minute stoppage can be given there.

Last but not the least about the Katwa-Bandel Electrification.

[COL. RAO RAM SINGH in the Chair.]

15.37 hrs.

MR. CHAIRMAN: Next, Shri Anbarasu to speak.

(Interruptions)

SHRI YAIMA SINGH YUMNAM (Inner Manipur): Sir, I am representing a party. I have not been given a chance.

MR. CHAIRMAN: All right, I will give you a chance.

(Interruptions)

SHRI ANBARASU ERA (Madras Central): Sir, I rise to support the Railway Budget which is under discussion. But, Sir, I am unable to support it wholeheartedly because I find that a large number of hon. Members started expressing their grievances that their region was neglected; no new trains have been introduced; funds have not been allotted etc. (Interruptions)

MR. CHAIRMAN: Please don't interrupt. The names have been given to me by the party, I will call out those names. If anybody else wants to speak, if there is time, I will certainly give time. Please don't interrupt.

(Interruptions)

SHRI ANBARASU ERA: Yet, Sir, I appreciate the hon. Railway Minister because he was able to submit this Budget within the shortest

span of time. But contains a lot of imbalances and hence I call the Budget as an halt baked bread. I find Tamil Nadu is completely neglected—in particular Madras City which is one of the most important Cities a Metropolitan City is neglected. The congestion is untold. I request the hon. Railway Minister to visit Madras City to find out how the people are suffering there. There is a peculiar situation in Madras City. You will find there is only one gate for entry and exit. You cannot find this system either in Calcutta or in Bombay or in Delhi. There are two gates—one for entry and the other for exit. But in Madras City, there is only one gate.

Another peculiar situation is, there are 14 platforms in Madras City. But you cannot find a connecting foot-over bridge there. The connecting foot-over bridge has not been constructed. I think, a survey was conducted about this project and it was approved also. Even I took up this matter during the last session with the then hon. Minister for Railways. He said that some funds would be allotted. But I do not know what has happened to the project. This project should be taken up immediately for the construction of a foot-over bridge connecting all the 14 platforms and also shifting the parcel office somewhere else. This is the most needed and most important thing.

The Mass Rapid Transit System was started in the year 1983 with an allocation of about Rs. 108 crores. But for the last seven years, the progress has been very very slow. They have only been able to construct the line for about five kilometres. The total stretch of line measures only about eleven kilometres. They have not allotted sufficient funds for the completion of this eleven kilometre line. They have been able to complete the work on only five kilometre stretch of line. In this Budget, I find only Rs. 13 crores allocated for this

project. I do not know how they will be able to complete this project with this Rs. 13 crores. Hence I demand to allot at least Rs. 100 crores. What I feel is, whatever projects they have taken up whatever new lines or any other project is introduced by the railways, there should be a time-bound programme. For every project, the Railway Ministry should have a time-bound programme. Otherwise, there will be many complications like the escalation of price and so many other things come in with the change of Government and other political interests. Therefore, the Railway Ministry should have a policy to have a time-bound programme for whatever project they want to introduce. For Madras City suburban trains are not sufficient. At Bombay suburban railway systems, there are number of trains to cater to the needs of the suburban people on the same pattern of Bombay suburban Railway System and if some more new trains are introduced—for example, from Madras to Avadi, Madras to Tambaram, Madras to Thiruvallur, Madras to Chengalpet, and Madras to Kanchipuram—this congestion can be very easily tackled. I, therefore urge upon the hon. Minister to introduce some more suburban trains to cater to the needs of the people.

Another point which I would like to impress upon the hon. Minister through you is about a new railway line to be introduced upto place called Sriperumbudur where our late lamented Prime Minister Shri Rajiv Gandhi was assassinated. This place has become a tourist centre, rather a pilgrimage centre. I request the hon. Minister to make note of this point that the place Sriperumbudur where the late lamented leader Shri Rajiv Gandhi was assassinated has become a tourist and a pilgrimage centre. Everyday at least one thousand people visit this place. Therefore, I demand from the hon. Railway Minister that there should be a new railway line from Madras to Sriperumbudur connecting Kanchipuram to cater to the needs of the

people who visit Sriperumbudur. Of course, you may call it a Rajiv Gandhi special or Rajiv Gandhi Memorial special or you can give some name to it. I request the hon. Minister to implement the construction of a railway line from Madras to Sriperumbudur connecting Kanchipuram to cater to the needs of the people.

Sir, I hope our Railway Minister is aware that there was a big agitation in Tamilnadu. When late lamented, Shri Rajiv Gandhi, was the Prime Minister, he inaugurated a Railway Station at Maraimalai Nagar and he named it as Kamaraj Railway Station. Though Rajiv Gandhi inaugurated it, invitation cards were printed, tickets were printed, and we all participated in that function, the then DMK government which was in power had overnight removed the board and said the name cannot be changed without the consent of the State Government. Due to politicising the issue, naturally, the Congress Party took up a very big agitation and nearly one lakh people were arrested. In fact, I was one of the victims. We were taken to Central Jail and I was beaten up and thrown from the Central Jail. I request the hon. Minister to take up this issue and to re-name Maraimalai Nagar Railway Station to Kamaraj Railway Station.

Another point which I would like to impress upon the Railway Minister is that the increase in the second class fare is not justified, whatever may be the case. I wish you should not hit the poor people below their belt. I request you to withdraw the same, whether it is a one rupee increase or fifty paise increase. I request the hon. Minister to withdraw the increase, that is contemplated for the second class fare. It is my humble request, Sir.

MR. CHAIRMAN: Please wind up.

SHRI ANBARASU ERA: Sir, in the Railway departments, corruption is rampant. God only should save the department! In ICF (Integral Coach Factory), which is situated in my constituency, for recruitment to one post of *Khalasi* Rs. 25,000 is taken previously. I was told that now they are collecting gold coins. They are not satisfied with the money and so they are taking gold coins from the poor people. *Khalasi* post is being given to those who could give four or five souvenirs.

I had a bitter experience. I had forwarded some of my applications to the present CPO of the ICF and later on, he had replied to me saying that none of them were selected because everything was computerised. I am not ready to believe these cock and bull stories.

(Interruptions)

MR. CHAIRMAN: Please wind up.

SHRI ANBARASU ERA: Whoever they want to help, they are manipulating everything and they are collecting money. So much bribe is involved in these things, I request the hon. Minister either to shift the CPO or a CBI probe should be made against the recruitment of *Kalasis* and other posts.

It is a welcoming feature that the Railway Finance Corporation is going to float debentures certificate or shares. Further, I would like to suggest you to call the industrialists like Tatas, Birlas and Ambanis and ask them to invest some money. By giving them incentives and by providing income-tax exemption, you should try to mobilise the resources from those people. This way let them take part in the nation building task; let them invest money in this nation building task. Lack of funds cannot be an excuse for not introducing new trains and launching new projects.

Mr. Pandian representing Madras North has told me that Royapuram over-bridge is not yet completed. I, therefore, request that necessary action may be taken to complete the Royapuram over-bridge. *(Interruptions)*

MR. CHAIRMAN: Please wind up. I would request you to let the other Members speak.

SHRI ANBARASU ERA: Sir, the Tirunelveli Express is just like a goods train. Kindly take note of this. It is like a vantage train. I demand that the speed of the Nellai Express to be increased...*(Interruptions)*...

MR. CHAIRMAN: Shri Kabin-dra Purkayasth.

SHRI KABINDRA PURKAYASTH (Silchar): Mr. Chairman Sir, I don't like to devote my time on the general discussion. I want to raise the problems of the north east particularly which is ever neglected since the independence of the country. Because of this, fragmentation in this region has cropped up threatening the integrity of the country.

In the budget speech of the hon. Railway Minister, he did not mention any scheme for the north east. In the north east broadgauge has gone upto only Guwahati. It needs to be extended upto Dibrugarh covering the whole State.

The area from where I have come is known as Barak valley. There is only one metregauge line and that also has gone totally to the hilly area covering 150 kms. There are 37 tunnels on the way constructed during the British regime and they have been time-barred now. So the trains are running with risk. In that connection there was a demand since long for converting this line into a broad-gauge one. Once in 1986 a survey was made by a company named RITES. They gave an estimate for

Rs. 644 crores but that was not accepted by the Government. This line connects not only the Barak valley but also Mizoram, Tripura and Manipur states. So this is a very strategic point of the country. In this respect I demand that the Railway Minister should look into it and this metre-gauge line which has gone through the hilly sections should be immediately converted into a broadgauge line. Pending conversion of this line, it is our demand and it is the demand of the people that for the present line which is running with risk immediate funds should be allotted for thorough repairs so that the people may travel with safety.

There are only a few trains running in this line and only two trains are running from Silchar to Guwahati. Out of that one train, Kachar Express was suspended during the month of April due to floods and that has not yet been restarted. I wish to draw the attention of the hon. Railway Minister to pass orders for running Kachar Express immediately.

One train runs upto Tripura State and this train runs from Kumarghat to Lunding. It is also our demand that this should be extended upto Guwahati so that directly a person can travel from Tripura to Guwahati.

In Barak valley there are several small lines. In those lines trains are not running properly and regularly. One line is there from Karimganj to Dullabherra and that train has been suspended for reasons not known to us. In other lines also trains are not running properly and regularly. So I draw the attention of the Railway Minister to look into these matters promptly.

There is a public demand that Karimganj to Dullabherra line be extended upto Rampur which covers the entire tribal and backward area.

There is a junction named Badarpur which is connecting all the three States namely Tripura, Mizoram and Manipur. It is the demand from the people of this valley and other States also that there should be a divisional office at Badarpur for the smooth running of the trains and also for conducting the railway business there.

These are the most important demands which I would like to place before the hon. Minister. Considering the present situation prevailing in the north-eastern region, I think, he will look into this matter. This is my appeal to the hon. Railway Minister.

SHRI YAIMA SINGH YUMNAM (Inner Manipur): Sir, I rise only to urge the Government to think seriously of connecting Imphal, the Capital of Manipur with a railway line. It is in the remotest place of this country—in the eastern part of the country—bordering with Burma which is a foreign country.

MR. CHAIRMAN: The hon. Railway Minister has kindly agreed to extend the time for this discussion. Now, he will reply at 4.30 p.m. So, I request the Members not to take more than four to five minutes each.

SHRI YAIMA SINGH YUMNAM: While requesting the Government to connect Imphal with a railway line, I would like to make a few points.

Firstly, the scenic beauty of the State was described by our beloved Prime Minister, Shri Nehru. When he visited Manipur for the first time, he said that it is a 'Jewel of India'. It is on the record. Subsequently, when he again visited Manipur, he described it as 'a granary of India'. That was with reference to the paddy produced in that area in large quantities. Again, Manipur was described as the 'Kashmir in the East', by him. So, this scenic beauty of the State

[Sh. Yaima Singh Yumnam]

has been denied to the people in the rest of the country because of the inconvenience in coming to that place. People, mostly the tourists from foreign countries, like to visit Manipur because of this scenic beauty. For this they have to depend on air journey only. Air journey also costs nearly about Rs. 6,000 to and from Delhi to Imphal. It is very difficult for them to afford this high expenditure. In the absence of a railway line to Imphal, those people suffer and the people of Manipur also suffer.

The State of Manipur produces a large number of teak wood and other forest produce which are required to be exported from Manipur to other parts of the country. It will be convenient, if they can be transported by rail. This project will be a paying one and a revenue earning one also. Not only this; if Manipur is connected by a railway line, it will be helpful for the defence of the country as well. In the last war, Britishers had experienced the difficulties in the absence of a railway line for the movement of the military personnel. They were to be transported only by trucks and buses. We also have to depend on the railways for the movement of the defence personnel. It is a must for the country. It is a must not only for Manipur, but it is for the whole country. It is in the interest of the country that Imphal must be connected by a railway line. That is my submission.

While speaking on the cut-motions, I would like to point out the difficulties that are there. One of them is the difficulties faced by the passengers for catching train at Dimapur. There is an Out-Agency at Imphal. Passengers can book their tickets there for travelling by train from Dimapur.

16.00 hrs.

We have to cover a distance of more than 200 kilometres from Imphal. It

is a day's journey. We have to reach Dimapur and from that place, we have to take a train. The passengers have to book their seats at Out-Agency but the Out-Agency has no authority for reservation of berths. So, the passengers have to face lot of difficulties. They cannot avail of the opportunity of getting any reservation for their journey. It has become very difficult for these people in the State of Manipur. I would request the Hon. Minister of Railways to look into this matter so that these difficulties could be redressed.

As the time at my disposal is very short, I now come to conversion of metre-gauge line from Lamding to Jiribam via Silchar into broad-gauge line. I request the Railway Minister to take it up so that it can be converted into broad-gauge line.

I would also like to request the Hon. Minister to constitute a committee which will look after the welfare of the railway users at Jiribam and Silchar.

I would request the Minister to convert the Guwahati-Tinsukhia metre-gauge line into broad-gauge line.

Lastly, the difficulty is about our language Manipuri. The people are struggling for its inclusion in the Eighth Schedule of the Constitution of the country.

SHRI SUDHIR SAWANT (Rajapur): Mr. Speaker, Sir, at the outset I would like to express my deep gratitude to the Government and the Hon. Railway Minister for having allocated Rs. 51 crore for the Konkan Railway Corporation. Konkan railway was a long-standing aspiration of the people. With the commissioning of the Konkan railway, the development process, which had eluded the area for the last 40 years, would start.

Having said this, I have seen the pace of work on the Konkan railway. It is far from satisfactory. If the work

has to be completed in the given time of five years, then some things are required to be done. That is what I would like to emphasise here today.

First and foremost, the major beneficiary state of the Konkan Railway Project is Maharashtra as 423 kilometres of the railway line passes through this State which is the most backward area of this region of the country, that is, Konkan, which is hilly. There are about 73 tunnels and 146 major bridges to be constructed for this railway. No work has been started on this aspect as yet. So, I would request the Railway Minister to concentrate the work on these tunnels and bridges. Otherwise, the project will be delayed.

As the Konkan area is the most backward area in the country, I would also request the railways to concentrate on the work in this region. In this area, you will not find any able bodied population here. The demography is such that there is no person of age-group between 25 to 60 years whom you can find here because the population has to go to Bombay for their work or to find employment. So, it is requested that the railway line should be given priority and work should start from the northern side, i.e., from Bombay towards the South and in Karnataka from Mangalore towards Karwar. Goa is already with a railway line. No purpose will be served by starting the work in all sections. The former Railway Minister, Shri George Fernandes had promised that the local people from this region will be employed in the corporation and they will be given priority. But this has not been done as yet. Since this is a joint venture company, and since there is no other source of employment in this area or no other industry, the people of this area must be given priority and employed in it. Since 423 kilometres of railway line is going through Maharashtra, a proportionate percentage of population

of that area must be employed in the Railways.

Secondly, the port cities in the second phase of Konkan Railways, must be given proper attention. Why cannot we concentrate on the port towns which have no communications for connecting the Railways to the port towns? So, I would request that in the second phase, port towns should also be brought in the Konkan Railway Project.

Another point which I want to make is that one has to travel 200 to 250 kilometres for reservation and only then, one can travel by train. No booking facility is available in this area. Now, Railways must concentrate and provide booking facilities at three places, namely, Sawantwadi, Kankavli and Lanja. Only then people who are living in this region can avail the facilities provided by the Railways.

I have taken very little time to project the problems of this area which is a very backward one. Once again I emphasise here that concentration must be given for the areas of Maharashtra and work must start from Bombay side. There is a tunnel of 6.44 kilometres length. This is going to take a considerable period of time and work must be started in this tunnel. Otherwise, the project will overshoot the time when we cross nearly ten years.

[Translation]

SHRI ANKUSHRAO RAOSAHEB TOPE (Jalna): Mr. Speaker, Sir, it is after a persistent effort that you have given me this opportunity for which I am grateful to you. The network of Indian Railways is the largest in Asia and second largest in the world. We are proud that even in the wake of economic crisis the hon. Railway Minister has presented a surplus budget. I congratulate him for this, especially because he has exempted the essential commodities from

[Sh. Ankushrao Raosaheb Tope]

freight hike and has kept the hike in second class passenger fares to the minimum. The increase in the passenger fare is rupee one upto 400 kms. and Rs. 5 beyond 400 kms. which is nominal. Therefore, I must congratulate him for this.

Mr. Speaker, Sir, so far as safety measures are concerned, there is no doubt that the number of accidents have come down. From 2131 in 1961, the number of rail accidents have come down to 540 in 1989-90. However, this figure too is on the higher side. There is, therefore, an urgent need to bring the number of accidents further down. Four causes have been given for the rail accident. Failure of railway staff is responsible for 67.6 per cent of accidents. Failure of other persons is responsible for 10 per cent of accidents. Under the failure of equipment, rolling stock is responsible for 8.7 per cent, tracks for 4.3 per cent and electricity for zero per cent of accidents. For 3.1 per cent of accidents, sabotage has been described as the cause and combination of all factors account for 0.7 per cent of accidents. What I mean to say is that failure of railway staff is responsible for 70 per cent of accidents. This is one factor to which the Railways should pay utmost attention. This is all I want to say in this regard.

Ten new trains have been introduced and 314 kms. of new railway line is claimed to have been laid. For this I congratulate the hon. Minister, Mr. Chairman, Sir, Marathwada is the most backward region in Maharashtra. The people of this region do not know what is broad gauge line and what is national highway. In his Budget Speech, the Hon. Minister has spelt out the programme for conversion of railway lines into broad gauge lines. Under this programme, Manmad-Parbhani and Parli metre gauge railway line is proposed to be converted into broad gauge line. It includes provision for Manmad-Aurangabad too. The work upto Aurangabad will

reach the stage of completion next year. Next to Aurangabad comes Aurangabad-Parbhani section. But this section has been left out and the new Marathwada line has been included in it instead. There is a proposal to convert the 'Palbham-Purna-Adilabad metre gauge line into broad gauge. I am not against conversion of this line, but the conversion of Aurangabad-Parbhani railway line which is 200 kms. long should also be taken up. It has been ignored as it has been included in the Third phase. In its place, a new railway line, as stated above, has been included. The Hon. Railway Minister may kindly pay attention to it.

Mr. Chairman, Sir, my constituency Jalna is the biggest commercial centre of Marathwada. It is situated at a distance of only 60 kms. from Aurangabad. The work relating to conversion of railway line from metre gauge to broad gauge should be extended beyond Aurangabad so as to cover Aurangabad-Parbhani section which has been left out for the present and has been included in only phase III. I would request the Hon. Minister to take up this extension work.

Jalna and Khamgaon are big commercial centres of Marathwada and Vidarbha respectively. 10-15 years back a survey for connecting both these places through railway line was conducted. Subsequently, the Railway Department said that it was not feasible to lay railway line there. Both these areas are backward and hence, I would request that survey should be conducted afresh and these places should be connected by a railway line. If it is done, it will pave way for the development of these backward areas. I would request the Hon. Minister of Railways to pay attention to it. There is a railway line named Parli-Beed-Ahmednagar railway line in Marathwada. My colleague Smt. Keshrabai Samaj Krisagar had mentioned about this line yesterday saying that it is very necessary to carry out a survey for this line. I would also

request the Hon. Minister to pay attention to it.

Besides, there is lack of facility of reservation. World famous caves of Ajanta-Ellora are located near Aurangabad. Tourists from all places visit these caves, but reservation facility neither for first class nor for second class is available from Aurangabad and Manmad. I would request that attention should be paid in this regard also. With these words I support the Railway Budget and express my thanks to you.

[English]

SHRI MORESHWAR SAVE (Aurangabad): Mr. Chairman Sir, first of all, I have to express my gratitude to the hon. Minister through you for his commitment and for keeping the target as far as the Konkan and Aurangabad-Manmad lines are concerned.

Secondly, I would like to draw the kind attention of the Hon. Minister to the sad plight of the season-ticket holders in Bombay and other places. As a matter of fact, the Minister should go into the details of difficulties which the season-ticket holders are undergoing at present. In view of this, I would suggest that he should reconsider the fare increase in season tickets.

I would also like to draw his attention to the quality of service at the canteens of the railway stations as also in the trains. The quality of service is deteriorating day by day. I would like the Minister to look into the matter personally.

I now come to track conversion from Manmad to Aurangabad which is likely to be completed by December end.

Similarly, the same track line is to be extended up to Parbhani, as well as Adilabad and Parli. I would request the Minister to look into this

matter and provide more funds for the track conversion.

Next point is regarding the false claims that are being settled at the moment through railways at different points. I welcome the steps which are likely to be evolved out of the strict vigilance by Railways.

Kachiguda-Jaipur Express should be extended up to Delhi. I would request that Parbhani-Aurangabad gauge conversion should also be included and more funds should be provided for this.

The Division office of South Central Railways is proposed at Nanded. I request that the proposed Division Office should be located at Purna instead of Nanded because the land price is very high at Nanded and all the infrastructure for the proposed Office is available at Purna. In view of this I would request the Hon. Minister to shift the proposed Division Office at Purna instead of at Nanded.

Aurangabad being a tourist centre. I would request the Hon. Minister to develop it as a model station.

I would also like to request the Hon. Minister to consider conversion of Mirej-Latur Road.

Finally, I would like to speak on some of my cut motions.

1. 13 Dn/14 Up Janata Express between Bombay and Madras should be resumed.
2. More quota of berths and seats should be provided for Aurangabad in Jammu Tawi Express and Karnataka Express.
3. Computerised railway booking should be provided at Aurangabad which is a big tourist centre.
4. There is a need to undertake the projects highlighted in the

[Sh. Moreshwar Save]

status paper on Bombay suburban rail system.

5. There is a need to study the feasibility of underground suburban railway network in Bombay in view of heavy traffic and lack of space for additional railway tracks and also the possibility to link Karanja and Trombay through shorter route.
6. There is to need to extend Bombay suburban line, upto Dahanu Road.

Finally, before I conclude, I would request the Hon. Minister to consider Aurangabad Station as a Model Station and also consider the completion of Manmad—Aurangabad railway line before the end of December.

KUMARI FRIDA TOPNO (Sundargarh): Sir, I support the railway Budget proposals. My congratulations to the Railway Minister for presenting the Budget which is not harsh to the middle-class and the poor. But it is a matter of regret that once again Orissa could not get due consideration in the Railway Budget. The Western Orissa, a Tribal dominated region has been completely over-looked in the Budget. I appeal to the Hon. Minister to provide funds for connecting railway line from Jharsuguda—Sundargarh—Jashpur to Ranchi covering the Tribal belt of Eastern India to enable the overall development of this region. The district headquarters of my constituency, Sundargarh is not connected with Railway link.

I would appeal to the Hon. Minister to provide necessary funds for the improvement of Rourkela Railway Station.

Thirdly, Western Orissa has got only one Express Train connecting the Capital of India. So, I request the Minister to improve the condition of Utkal Express since the train never runs in time, every day, it is late by

three to four hours. Very often, it is cancelled. Often there is no water supply in the coaches. I request the Railway Minister to kindly see that the condition of Utkal Express train is improved.

Fourthly, I request the Railway Minister, through you, Sir, to introduce a Super-fast Train from New Delhi to Rourkela on a daily basis. Besides this, Patna Express and Amritsar Express that are running up to Tata Nagar should also be extended up to Rourkela.

Fifthly, the oldest Railway Station in my constituency Panposh requires immediate renovation.

Sixthly, an over-bridge may be constructed at Kukda Gate near Bondomunda railway yard on Rourkela-Bisra Road and one at Basanti Colony, Rourkela in my constituency.

[Translation]

SHRI SRIPAL SINGH YADAV (Sambhal): Mr. Chairman, Sir, I think the rich are becoming richer and the poor are becoming poorer and this is evident from this Railway Budget also. Once upon a time Sambhal was capital of the Mughals and was a very important city. The Divisional Railway Manager has cancelled four trains running between Sambhal and Moradabad. Those are 1 SR; 2 SR and 3 SRM; 4 SRM. This has caused great inconvenience to the passengers.....(Interruptions) The Chandausi Railway Station is an important station in my area. There is a Training College for Northern Railway. Top officials of Railways are sent there on training. Adequate training facilities are not available there. I want to submit that there is not even a single Express train between Moradabad and Lucknow via Chandausi.

My suggestion is that the Janata Express, Dehra Express and Sayeed Express should be routed through

Chandausi instead of Rampur. Similarly 375 UP and 376 DN Roza-Delhi passenger train should be diverted via Chandausi. There is a Link Express between Dehradun and Allahabad. A stoppage of this train should be provided for two minutes at Bahjoi station. This does not involve any expenditure. The Railway training college in Chandausi was established in 1925. In all there are about 4000 employees in this college and on the station. A small hospital is there but a lady doctor should be appointed there and an Ambulance should be provided. No proper medical facilities are available there. The RMS facility at Chandausi Railway Station has been withdrawn. The RMS facility should be restored there. According to the orders of the Railway Board Instructors are appointed there for a period of four years and thereafter they are transferred. A high level committee was set up under the Chairmanship of Mr. Justice Kagroo. It suggested that Instructors with long and varied experience should be appointed, even if they have crossed 58 years of age i.e. the age of superannuation. I would like to submit that the post of Instructor should be made a cadre post and persons should be appointed on the basis of selection. Besides their salaries should be fixed according to the recommendations of the Fourth Pay Commission. At present there are lot of disparities in the pay and allowances paid to the Instructors. Last year also I had raised this point and today I repeat it that Sambhal is an important city from industrial point of view. It should be linked with Gajraula by a rail line. Similarly, Sambhal should be linked with Lucknow via Chandausi. Last year also it was stated here that one thousand new railway lines would be laid every year. I would like to submit that provision should be made for it and Gajraula should be linked with Sambhal.

SHRI RAMASHRAY PRASAD SINGH (Jahanabad): Mr. Chairman,

Sir, I would like to submit to the hon. Minister that Railways plays a vital role in the all round development of the country and therefore, it has a significant place in our economy. The State which does not have sufficient railway network remains backward. I want to submit about one such backward state. The Patna-Gaya railway line has been laid by the Britishers. But even today there is no double line on this section. When Shri Madhavrao Scindia was the Railway Minister, he had admitted that the construction of a double line on this section is pending because of resource constraints and had assured the House that it would be definitely done. When this has to be done then why it is being delayed on the pretext of resource constraints. By doing so we are keeping Bihar backward. The question of expansion of new Patna Railway Station has been raised many times but the Government has not paid any attention to it.

There was a narrow gauge line between Fatha and Islampur. Now there is no train on this route. Lakhs of people are facing lot of inconvenience. Earlier they used to reach Patna by just paying Rs. 5 only but now they have to spend Rs. 15-20 to reach there. The entire area is backward. I would like to suggest the hon. Minister to revive the Fatha-Islampur narrow gauge line and extend it upto Bodh Gaya because Bodh Gaya is a place of tourist interest and we earn foreign exchange from there. There is no rail link to that place. This should be included in the Eighth Five Year Plan and the construction of Gaya-Patna double line should also be expedited. One of the reasons of the growing terrorism in the area is backwardness of that region and the terrorists have even established a parallel Government in the area. Wherever dual policy has been adopted, the same thing is happening because at many places there has been excessive expansion of railway lines, whereas at some places practically nothing has been done. Government should

[Sh. Ramashray Prasad Singh]

take note of such a situation. Due to this imbalance, people throughout the country living in backward regions are going towards terrorism. Therefore, you should pay your attention towards this problem. Patna-Gaya rail line should be doubled.

I would like to draw the attention of hon. Minister to one more problem that no education facility has been provided to the children of Railway employees of Jahanabad and also there is no provision for medical facility to them. I would, therefore, suggest that Railway Department should open its own school and hospital so that the children of Railway employees could get the education as well as medical facility. With these words I conclude my speech.

[English]

MR. CHAIRMAN: The Hon. Railway Minister will now reply to the debate.

[Translation]

Earlier the time fixed for the reply of the Minister was half past three, then it was extended to 4 O'clock and now it is already 4.30. Now the Railway Minister will reply to the Debate and thereafter, two or three more items would be taken up.

[English]

There are two or three items more. The hon. Railway Minister will now reply.

[Translation]

SHRI SATYNARAYAN JATIYA (Ujjain): Mr. Chairman, Sir, I wanted to make a submission to the hon. Minister just for one minute.

[English]

MR. CHAIRMAN: Now I request you to sit down let the hon. Minister speak.

[Translation]

The Members of your party whose names were submitted by the party have already spoken. Now you allow the hon. Minister to reply.

SHRI SATYNARAYAN JATIYA: Please allow me a little.....

[English]

MR. CHAIRMAN: Please sit down.

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): Sir, at the outset, I thank all my colleagues for participating in the debate and offering their very valuable suggestions. I would like to assure the hon. Members that all their valuable suggestions will receive my attention. I may not be able to cover all the points that have been mentioned. More than about eighty to ninety Members have participated and they have given their points. Of course some of the suggestions, especially of those Members who have spoken just now are not before me, but all of them are being taken on record. I will be writing to them separately. Here, I will be dealing with only a few points.

It has become my most challenging task to present this Railway Budget at a time when the country is facing a very adverse economic situation. There is a pressing need for financial discipline and also for resource mobilisation. I have attempted to frame the Budget in such a way that the financial viability of the Railways is maintained and at the same time an undue burden is not cast on the community. The discussion generally reflects the understating of my effort and I am deeply grateful to the House for that. There have been some very valuable suggestions. I shall try to meet the different points of view that have been expressed.

Sir, when the fares have been increased it is but natural that the Members should reflect the mood of the people and they have expressed their concern and mentioned the improvements that they would like to see in the area of passenger amenities. I agree with the hon. Members that there is a lot to be done in this field in order to make travel more comfortable. Acting in this direction, soon after taking charge of this Ministry, I tried to improve the punctuality of the trains. When I have to speak about the punctuality of the trains, I think the august House will appreciate if I tell them that political instability leads to lot of compromises.

My esteemed predecessor is not here now. I mean Shri George Fernandes. During his time he has sanctioned about four hundred halts to some trains. His successor and my immediate predecessor, Shri Janeswar Mishra, had given about 100 halts. So, the total number of halts given in the period of one year and eight months or so comes to 500. If a passenger has to travel from Trivandrum to Guwahati you can imagine as to how many days it will take.

In addition to that, the general law and order situation reflects on the railway system. Overcrowding, alarm chain pulling, defects in the coaches, not properly maintained locomotives and such other administrative deficiencies are also there. That is different. But how can we compromise with the system which is causing problems to the long distance passengers in reaching their destination? Even during the course of this debate, I found a lot of Members asking for halts at innumerable places.

Sir, to begin with, on the Motion of Thanks to the President, our Prime Minister had rightly said that today we have to function on the basis of consensus. So, I would like to go by what my friends advise me. The point is whether I go on

adding many more halts so that the Superfast, Fast, Rajdhani Express and the Mail trains become passenger trains or these trains are meant for long distance passengers.

Some friends from the other side said that the trains in the north Bengal area are running at the speed of 40 kms whereas the other trains are running at the speed of 100 kms. Why should the people pay the same fare which they are paying for the train which runs at the speed of 100 kms for the train which runs at the speed of 40 kms? It is not for me to find an answer. It is for you to find an answer. You should order me as to what I should do. I am prepared to obey that... (*Interruptions*)

SHRI NIRMAL KANTI CHATTERJEE (Dum Dum): Will that position valid for 691 retrenched employees also?... (*Interruptions*)

SHRI BASU DEB ACHARIA: There was consensus in this House for reinstatement of those workers... (*Interruptions*)

SHRI BASU DEB ACHARIA: On two issues—reinstatement of victimised workers and recognition to RPF Association—there is no two opinion in this House... (*Interruptions*)

MR. CHAIRMAN: Kindly do not interrupt.

(*Interruptions*)

SHRI C.K. JAFFER SHARIEF: When I come to that subject, you can raise it... (*Interruptions*) I would request the hon. Members to bear with me. I have listened to them very patiently, and I have even conceded with you, Sir, with the mood of the House, by accommodating more Members to express their problems because I wanted to educate myself more about their problems. So,

[Sh. C. K. Jaffer Sharief]

I would like them to show some understanding and allow me to deal with the issues that are before me.

Sir, I was mentioning about punctuality. Soon after I took over this Ministry, I had directed the Ministry that every official at different levels will have to take responsibility of certain trains and they should monitor them. Certain stations they will have to monitor like cleanliness, drinking water facilities, running of trains, maintenance of trains etc. It is not as if the Railway Minister or the Railway Board or the Zonal Railway will have to look after everything. Everybody in the system will have to look after these things with a certain amount of responsibility and he will be responsible for all that. This kind of message has already been sent. I am glad to inform you that today 82 per cent punctuality has come back. I can assure the House that the drive will continue.

SHRI NIRMAL KANT CHATTERJEE (Dum Dum): What exactly does he want to convey by stating that they are 300 per cent punctual? Are they arriving before time?

SHRI C. K. JAFFER SHARIEF: They are arriving at the right time. May be due to a technical reasons there may be delay in the case of one or two trains. But generally they are arriving on time. If you find fault with this statement of mine, I need to be educated. I want guidance from you so that I can take measures.

One of the hon. Member has pointed out that the Railway plan outlay shows a major increase over the last year. It was such a small increase that in real terms when we take into account inflation, there is actually a fall in the outlay. Perhaps, they may be quite true but there no alternative. The railways have lost four-and-a-half months of the current year so

far as additional resource mobilisation is concerned. To that extent, a shortfall in our contribution to the plan became inevitable. Since the general revenues are also affected for the same reasons, they are also not in a position to compensate. It must also be noted that the duration of the time over which adequate plan progress could be maintained, has also been somewhat curtailed. As a result, it will not be easy to utilise fully a higher plan outlay in the current year. I shall make every possible effort to see that the Eighth Plan allocation for the railways is determined so that the railways are able to meet their obligations to the travelling public and the economy. I expect that this will be reflected in the plan outlays of the next few years.

The Members are naturally interested in the new lines and gauge conversion in their constituencies and regions. So there is a serious problem. This debate may be over today, but we are bound to have many more such debates in the coming months. A large area of our country remains under-developed which needs infra-structural support of railway network. Regarding laying of new lines I wish to point out that each kilometre of new railway line costs Rs. 1 crore, conversion into BG lines costs Rs. 75 lakhs and electrification costs Rs. 40 lakhs.

SHRIMATI GEETA MUKHERJEE (Pansakura): Is this before devaluation or after devaluation?

SHRI C. K. JAFFER SHARIEF: Before.

...(Interruptions)...

MR. CHAIRMAN: I would request the hon. Members kindly not to interrupt.

...(Interruptions)

SHRI GUMAN MAL LODHA (Pali): What about Ahmadabad—Delhi broad gauge conversion from metre gauge for which we have already offered that the entire finances would be arranged by us. If you issue railway bonds for the purpose of arranging the funds so that Bombay is connected with Delhi directly for the convenience of passengers and development of area as well as for goods traffic both?

MR. CHAIRMAN: These points should have been raised during the Debate. The hon. Minister has made a detailed note to each and every point that the Members raised. If you interrupt in between like this then chain of thoughts will be broken. I would, therefore, request you not to interrupt when he is speaking.

SHRI C. K. JAFFER SHARIEF: Sir, what I want to request the hon. Members is—as I have shown a keen interest to get educated from you—perhaps I am one among you, I am not somebody else—whatever I have been able to get from the side of the Administration are also matters of detail which you will be able to know so that when you participate next or when you ask and try to go and explain to your constituents, you will be able to explain it properly. So, what I would request you to give some patient hearing.

I was telling the conversion of MG to BG lines costs Rs. 70 to 80 lakhs per km. At the same time, we need an amount of Rs. 3,000 crores to complete the on going project on which we have already incurred some expenditure. It should be remembered that the annual allocation is only to the tune between Rs. 350 crores and Rs. 400 crores over the year. This being the constraint of the fund position, I am of the view that first we should step up our allocation towards on going projects so that the projects are completed and the benefits start flowing to the people.

SHRI AMAL DATTA (Diamond Harbour): Regarding this I gave a suggestion to follow the Konkan Railway pattern ... (*Interruptions*).

SHRI C. K. JAFFER SHARIEF: I will come to the Konkan Railway projects also.

SHRI AMAL DATTA: Not that question. So many lines are waiting. Why don't you take that pattern... (*Interruptions*).

SHRI C. K. JAFFER SHARIEF: Shri Amal Dattaji, I have understood you. What you are saying is to accept that concept. When I will come to Konkan Railway, I will explain the position so that you will be able to help me in that ... (*Interruptions*). By this I do not mean that the new projects should not be taken up. It is my endeavour that with the improvements in financial position, we will be taking up projects for under developed areas.

There is a problem between MG and BG lines. A large area of our country still has got metre gauge system. I do not know how many centuries it will take for me to get it converted fully. I personally feel because I am not speaking the administration language here—I am speaking as one of the representative to the people here—the administration has a fear that when there is a pressure to get an MG line converted into BG line, they do not take the necessary interest to maintain this MG line or upgrade the MG line as the pressure is mostly on conversion of lines. Why this pressure? The pressure is that the metre gauge line has not been able to create that kind of confidence in the investors at is should, whether it is a private sector investor or a public sector investor. The investment comes only where there is a broad gauge line. Without the broad gauge line, the other economic development does not come. So, naturally, since there is more demand for conversion and the

[Sh. C. K. Jaffer Sharief]

Government, from time to time, went on taking up certain metre gauge lines for conversion, the system feels that since they do not know when they are going to get into this, so, let them not waste the money. As a result, the metre gauge has suffered. Here I am trying to go into details. May be, sometimes we will have to take hard decisions.

Some Members referred about my association with the Railways between 1980 and 1984. Even in those days when my attention was engaged with this problem, I personally felt this and also discussed it, when we brought about the new concept of BOXN wagons, heavy locomotives and bulk commodity movement from one end to the other, that we cannot just ignore the metre gauge lines. Metre gauge lines are as good as broad gauge lines. The only bottleneck in the metre gauge lines is the transshipment areas. Where the loading has to be transferred from one system to the other, there it creates lot of problem. Maybe, we may have to think of certain new technology whereby we are able to remove this bottleneck and make the metre gauge system as efficient as the broad gauge system. I have asked the administration to study it and I am going to sit with them. I am prepared to even discuss with some of the Members who have some knowledge and experience about these issues, who can educate me on this. One idea is that the metre gauge system is as good as the broad gauge system and upgradation of the metre gauge will, more or less, cost nearer to the broad gauge. So, there is again an element of doubt. If the upgradation of the metre gauge is going to cost nearer to the broad gauge, why should there be metre gauge? Why not we should go to the broad gauge? And to take up broad gauge, we do not have enough funds. So, naturally, because of resource constraint, the process will take centuries. This is where we

will have to address ourselves whether we can make this metre gauge system as efficient as broad gauge system and create confidence in the investors, whether it is private sector investor or public sector investor, so that the investment can flow to those areas, those backward regions where the metre gauge system exists and that infrastructure can also be utilised and economic development in those areas takes place.

Now I will come to what my friends were talking about the Konkan Railway. I am sorry, my esteemed friend Mr. George Fernandes is not here. Mr. Amal Datta, who has lot of insight to the economics of the public sector, has just now mentioned that we should accept the concept...(*Interruptions*).

SHRI AMAL DATTA: Accept the pattern of financing, not the railway.

SHRI C. K. JAFFER SHARIEF: Let me complete. The other day Mr. George Fernandes spoke and he tried to create an impression as if he has achieved a very big thing and his contribution is so great. It is very strange. Three Congress-ruled State Governments in the South—in Karnataka, Maharashtra and Goa—are parties in equity shares to this Konkan Railway. I agree with Shri Amal Datta on this. He could have made a breakthrough because both the than Finance Minister Prof. Madhu Dandavate and Dy. Chairman of Planning Commission Shri Ramakrishna Hegde were his friends. He could have managed to get the bottleneck removed. Generally Ministry of Finance and Planning Commission do not agree to get into this concept. It is a good idea if it is workable. I am just telling you.

It will tell what happened in this project. This project is to be completed by 1994-95. The equity is Rs. 119 crores for the year 1990-91.

They have spent Rs. 40 crores. But for the year 1991-92 we have given about Rs. 51 crores. The Hon'ble Member was trying to doubt that with the change of Government, whether the Government has changed the mind and also about the bond scheme whether we are having second thoughts or doubts. Let me clarify. Today we raise the bond—I am telling just for the information of Shri Amal Datta—and the moment you float the bond and have the money, the interest is charged. If for any technical reason the project does not get completed by 1994—not for financial reason assuming that we will meet fully the financial requirements—then the interest will get accumulated. How do we pay back that interest? This was one doubt which was worrying the administration since the concept and particularly when Railways has got resource constraint. I am glad to say that the Finance Minister and the Prime Minister have been very kind and the bond scheme is being cleared and we are going to finance the project without any obstacle and the project will continue.

The Hon'ble Member not only spoke on the floor of the House but he went to Bangalore and made a statement that he will agitate. He also mentioned about Bagaha-Chhitauni Project. The participation of three Governments is there in this project and they are the Government of India through the Ministries of Railways and Water Resources and the State Governments of Uttar Pradesh and Bihar. The Government of India, Ministry of Railways has made the payment. The Government of Uttar Pradesh has partly met the demand but the Government of Bihar—the Government of the Party to which he belongs to—has not paid a naya paisa, during 1990-91.

17.00 hrs.

He does not go to Bihar and say that 'I will agitate here'. You go to

Bangalore and say, 'I will agitate here.'

(Interruptions).

SHRI BASUDEB ACHARIA:
 The Government is not paying royalty on coal.

(Interruptions).

SHRI C. K. JAFFER SHARIEF:
 Do you want me to speak on that?

SHRI AMAL DATTA: You have to understand and appreciate.

SHRI TIRAT BARAN TOPDAR (Barrackpore): You have done incalculable harm to Bihar.

(Interruptions).

SHRI E. AHAMED (Manjeri): That means, when V. P. Singh was here, injustice was done to Bihar.

SHRI C. K. JAFFER SHARIEF:
 Let me tell you one thing.

SHRI TIRAT BARAN TOPDAR:
 I am not from Bihar, still I am saying it.

SHRI C. K. JAFFER SHARIEF:
 There is no question of any debate among ourselves. After all there are many parliamentary Committees which go into the records and scrutinise everything. Only posterity will tell that whenever there has been political instability in the country it has resulted in what. Posterity will decide about it.

Hon. Members Shri Anna Joshi, Shri George Fernandes, Dr. Kartikeswar Patra and Shri Surya Narayan Singh spoke on the need to end malpractices in Railways. Mr. Fernandes referred to the Vigilance Conference held in October 1990. The declaration adopted by the Conference required implementation of the Action Plan to fight the malprac-

[Sh. C. K. Jaffer Sharief]
tics, preventive vigilance aspect and take quick effective action in investigation and disposal of the cases.

17.02 hrs.

(SHRI SHARAD DIGHE in the Chair).

Sir, on the question of malpractices, I must tell you one thing. I was listening to the debate and I presume—although I have been in this House for a long time, this is my sixth term, every time when we get elected and come here, we speak for our people, for our region, for the development of the area and certain things which we consider in the national interest are most important and vital. What surprise and shock I had when an hon. Member was referring to 1980-84 when I was Minister of State for Railways. He was quoting from some press cuttings saying 'this has been, that has been and that has been...' I do not know whether he was speaking for the people, whether the people gave him the mandate for that to refer to the old press cuttings rather than demanding something new for his people. Let me, Sir, make use of this opportunity to tell that any contractor or any official, if he thinks that by feeding information to Members he will try to cow me down, I have already told that I am not a permanent Railway Minister here. Nobody is permanent. Government will go and Government will come, but as long as we are here even if it is one day, my basic interest will be the interest of the people which is uppermost in my mind. And nobody can try to bully us with this kind of feed back or try to blackmail the Government or anybody who would like to work for the people.

[Translation]

SHRI RAJVEER SINGH (Aonla): Hon. Minister, has spoken about the welfare of Railway employees. We

may kindly be informed as to what he has said in the Railway budget about reinstating the Railway employees. Last time an assurance was given to delete the section 14(2) in the interest of Railway employees, which has not yet been implemented. What action is he taking in this regard?

SHRI C. K. JAFFER SHARIEF: He please sit down. I will reply to his point later on.

(Interruptions).

[English]

Mr. Fernandes also mentioned about.....(Interruptions) I am not yielding.

(Interruptions).

MR. CHAIRMAN (SHRI SHARAD DIGHE): No interruptions please. Sit down.

[Translation]

SHRI DAU DAYAL JOSHI: He kindly inform the House as to who has intimidated him and who has threatened him?

SHRI C. K. JAFFER SHARIEF: It is on the record. He may go through it.

(Interruptions).

[English]

MR. CHAIRMAN: Please do not interrupt; let him complete his speech.

SHRI C. K. JAFFER SHARIEF. Sir, when he was referring to Vigilance Commission, he has talked about certain mismanagement of land use in the Railways. Certainly, that is an area where we have to look into. I am going to have some better arrangements for the land management in the Railways. Even Shri Amal Datta also has mentioned that

the Railways could make use of the land available for more productive purposes. I also have the same idea and I would see as to how best it can be used in the larger interests of mobilisation of resources and for the benefit of the people. We will avoid any such area of corruption, if it is being misused.

SHRI SOMNATH CHATTERJEE: It can be used for social forestry.

SHRI C. K. JAFFER SHARIEF: That is also a good idea. Sir, Shri Ram Naik raised the question of over payment to wagon builders. He has promised to write a letter to me giving the details. Points similar to those mentioned by him during the discussion have been brought to my notice by Shri Ashwini Kumar, a Rajya Sabha Member in early April this year. The wagon prices are fixed based on the recommendations of the Chief Advisor (Accounts) of the Ministry of Finance. It is an independent agency. Following the same lines, as adopted by the earlier committees, he has recommended an overhead percentage for the private sector at 182 based on the average of 10 wagon builders. The public sector is to be given a 10 per cent build-up over this and the percentage for the public sector would be at 200. As far as the capacity utilisation is concerned, the Chief Advisor (Cost) has adopted actual capacity wherever it was in excess of 90 per cent and a norm of 90 per cent was adopted wherever it was less. After examination, it was felt that no over payment was involved. However, I am waiting for the letter of Shri Ram Naik to examine the matter further in the light of any new facts that may be brought out.

Sir, Shri George Fernandes and Shri Ram Naik have proposed that the secret ballot system should be followed for recognition of unions. I have to state that this is a larger

issue covering the entire labour sector. (*Interruptions*)

SHRI TIRAT BARAN TOPDAR: If you introduce it in Railways, that will be followed by others.

(*Interruptions*)

SHRI C. K. JAFFER SHARIEF: You cannot expect everything from me in 10 days' time. You must give me some time to study and discuss with others. On policy decisions, you cannot expect me to commit suddenly. I will have a dialogue with other friends and see what we can do in the matter.

Sir, again Shri George Fernandes took exception to my statement about trimming of the work force. Many hon. Members also expressed their apprehensions about this. Let me assure the House, that when I am speaking about the trimming the work force, it does not mean trimming the labour. I have come from a poor family and I know how difficult it is to find a job. If you have to trim the system, you have to start it from the top. If I do it from the top, I do not think anybody should find fault with it. Let us see how it works. I can assure you, there is no question of throwing them out of employment. We are not going to throw the workers on the street. We will get them re-deployed somewhere by giving them necessary training.

SHRI BASUDEB ACHARIA: I raised the question of contract workers in the steam locomotives who have to handle with coal and ash.

SHRI C. K. JAFFER SHARIEF: Well, we have already said about the workers from steam locomotives. We will not send them out. We will use them somewhere by giving them necessary training.

Now I come to the other question about the reinstatement of staff who

[Sh. C. K. Jaffer Sharief]

were dismissed or removed from service. At this juncture, I can assure the Members that I will examine these cases sympathetically...*(Interruptions.)*

SHRI BASU DEB ACHARJA: There is no question of examination. The decision was taken by your predecessor and in this very House it was announced. It was already decided. You should implement it.

SHRI NIRMAL KANTI CHATTERJEE: If you are considerate enough, then what the previous Government had decided, you implement it. *(Interruptions.)*

SHRI SOMNATH CHATTERJEE: There are no two opinions on this. The entire House is in agreement. Mr. Kumaramangalam is here. He had supported it in the House. *(Interruptions.)*

MR. CHAIRMAN: Please sit down. Please listen to the Minister.

(Interruptions.)

SHRI SOMNATH CHATTERJEE: Sir, I would like to remind the hon. Railway Minister that on this issue, there was no division in the House when it was last raised. I remember, Mr. P. R. Kumaramangalam sat in the Well of the House also for this. Mr. Shri Jaffer Sharief, hon. the Railway Minister who then sitting on this side of the House had taken up this matter and also supported this case. It was known to us because the announcement was made in the House that Shri George Fernandes had taken a decision and issued the orders. But that was not allowed to be implemented because the Motion of Confidence was pending. Then, Mr. Janeshwar Mishra made a commitment on the floor of the House as the Railway Minister, "We shall implement the decision". Shri P. R. Kumaramangalam and other friends withdrew from the Well

of the House after the assurance was given.

I would earnestly plead with the hon. Railway Minister. I know there may be some constraints. But knowing him well, I am sure, he will see that those Railway employees who were dismissed under rule 14(ii) without any enquiry, should be reinstated forthwith. Please implement the decision. The decision has already been taken. If the Railway Minister is trying to reopen the issue that will create difficulties. The only thing is, it is for you to give effect to the decision already taken. You cannot go on changing the decision simply because there is a change in the Railway Minister. Then there is no value to the commitment made to this House by successive Railway Ministers. The entire Congress Party then supported us. Therefore, I would plead with the hon. Minister to please make it clear now that he will implement the decision. The question is the date of implementation.

[Translation]

DR. LAXMI NARAYAN PANDEY (Mandsaur): Mr. Chairman, the decision has already been taken. We simply want to know whether he is going to implement it or not.

SHRI RAJENDRA AGNIHOTRI (Jhansi): Mr. Chairman, an assurance had been given to the House in this regard. Shri Kumaramangalamji is sitting here. At that time he had come to the well of the house and the then Minister Shri Janeswar Misra had given a firm assurance that the employees who were removed from service during the strike, would be reinstated, and the wards of those who have reached the age of superannuation would be given employment. We may kindly be informed whether he is going to implement the decision or not.

[English]

SHRI BASU DEB ACHARIA:
You should give a categorical assurance.

MR. CHAIRMAN: It is now fair that you listen to the hon. Minister also. Please sit down.

[Translation]

SHRI BASU DEB ACHARIA:
TRI: There is nothing left for further discussion. Mr. Chairman, there has already been a lot of discussion in this very House in the last Lok Sabha and this matter was raised by the Congress party. There was consensus in the entire house about this issue. What is now left for further discussion. (*Interruptions*)

[English]

SHRI BASU DEB ACHARIA:
I refer to a letter from Shri Janeswar Misra to Shri Kumaramangalam regarding recognition to a Welfare Association. (*Interruptions*)

SHRI C. K. JAFFER SHARIEF:
I would appeal to hon. Members to bear with me. I am sure all the learned Members will correct me if I am wrong. I have never said anything negative. I only said that I would assure the hon. Members that I will examine this case sympathetically.

(*Interruptions*)

SHRI NIRMAL KANTI CHATTERJEE: I am inviting Shri Kumaramangalam to join us. (*Interruptions*)

SHRI C. K. JAFFER SHARIEF:
Please bear with me.

SHRI BASU DEB ACHARIA:
Now we are to implement that order.

[Translation]

SHRI RAJENDRA AGNIHOTRI: Mr. Chairman, Sir, there was consensus in the House on this issue during the last Lok Sabha. The hon. Railway Minister had given an assurance in this regard, that the employees who were removed from service during the nation-wide strike, would be reinstated and the children of those dismissed employees, who have now reached the age of superannuation would be given employment. This decision has already been arrived at unanimously. The former Railway Minister had assured the entire house that orders for their re-instatement would be issued. The hon. Minister should give a categorical answer in this regard. (*Interruptions*)

[English]

MR. CHAIRMAN: Why do you repeat? Let the hon. Minister reply.

SHRI RAM NAIK (Bombay-North): On this point, the Railway Minister has not accepted the demand made by us. His attitude is anti-labour and that is why this BJP Group is walking out in protest.

17.19 hrs.

(*Shri Ram Naik and some other hon. Members then left the House.*)

SHRI NIRMAL KANTI CHATTERJEE: Please tell us what you want us to do. We do not want to walk out.

SHRI C. K. JAFFER SHARIEF:
Please bear with me. (*Interruptions*)

SHRI TARIT BARAN TOPDAR:
We require that the order passed earlier should be implemented. Let him declare that the order will be implemented. (*Interruptions*)

SHRI SOBHANADRESWARA RAO VADDE (Vijayawada): How long will they evade its implementation? We want a categorical assurance today. (*Interruptions*)

SHRI C. K. JAFFER SHARIEF: Sir, I am very much amazed about this. I do not know why Members should feel that only they have the humane feelings for a worker as if we are not, as if we do not know the poverty, as if we do not have our families....(*Interruptions*)

SHRI SOBHANADRESWARA RAO VADDE: Only you have removed them from service. (*Interruptions*)

SHRI C. K. JAFFER SHARIEF: Please bear with me. Let me tell you one thing. In this House, no political party can be irresponsible because everyone had a Government. Do they expect the same kind of commitment? Did they commit to the Opposition the same thing when the Opposition demanded it? They were in the Government. (*Interruptions*)

Please bear with me. What is it that I have said? I have said that I will sympathetically examine it and it means that I want time. If you do not understand that, if you expect the Government to categorically say because there is some commitment, what can I do? (*Interruptions*)

THE MINISTER OF STATE OF THE MINISTRY OF COMMERCE (SHRI P. CHIDAMBARAM): Let him finish his reply. (*Interruptions*)

SHRI C. K. JAFFER SHARIEF: We have seen every Government how it has functioned, how it has met the commitment of the other side. Don't tell all these things to me. (*Interruptions*)

SHRI P. M. SAYEED: The point is that he will consider it sympathetically. But he wants some time. (*Interruptions*)

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): Sir, it is not possible to implement any order passed by the previous Government. They must know that. We want to consider it. They should also respect it. (*Interruptions*)

SHRI NIRMAL KANTI CHATTERJEE: We wanted to give you time till the Budget discussions. Now you will have to give an assurance. (*Interruptions*)

SHRI AMAL DATTA: What is there to consider? You should say when it will be done. Only you have to consider when it will be done. Please clarify that point. (*Interruptions*)

Why can he not say that he will do it? When will he do it? It has already been committed to the House. How can he say that he will consider it? What is there to consider any more? He can only say when he will consider it to be implemented, how soon it will be implemented. (*Interruptions*)

SHRI C. K. JAFFER SHARIEF: Shri Amal Datta, I can understand this from a new Member, not from you. (*Interruptions*)

SHRI AMAL DATTA: I do not know whether you have understood what we are saying. This is the unfortunate part of it. We want to make you understand what we are wanting from you. It is no longer an open question. How can you say you will consider it? Please tell whether you carry out this commitment or not? It was decided by the earlier Government. You have only to commit and say when you will do it.

SHRI BASU DEB ACHARIA: This is a question of mere implementation. That is all. (*Interruptions*)

SHRI NIRMAL KANTI CHATTERJEE: Were you not a Member when this question was being decided

unanimously in this House? After that you took office. You knew how passionate the entire House was on the question of reinstatement of these people. You were aware of that. And now you ask us to appreciate that you too are as sympathetic as the rest of the Members of the House are. We agree. But you have already been allowed this much of time. Even when you were presenting the Railway Budget, we wanted an assurance from you. The answer which was given to us by your fellow Members including Shri Kumaramangalam was that when the reply time would come, we would get the answer. Can that answer be 're-examination of the problem'? (Interruptions) We are prepared to concede to you. We are as sympathetic as anybody else today. But then the answer should be, "yes, the Government decide to reinstate them without any condition." That is the only kind of answer which suits you. (Interruptions)

SHRI TARIT BARAN TOPDAR: What is your difficulty in it? (Interruptions)

SHRI NIRMAL KANTI CHATTERJEE: Why can't you as a veteran Member of this House decide to implement it? (Interruptions).....

SHRI AMAL DATTA: Do you stand by the commitment given to this House? (Interruptions)

MR. CHAIRMAN: Please listen to him.

(Interruptions)

SHRI RAM KAPSE (Thane): It is a continuous affair. How can you negate it?

(Interruptions)

SHRIMATI GEETA MUKHERJEE: May I propose a compromise formula? (Interruptions) Will you listen to my compromise proposal? (Interruptions)

SHRI AMAL DATTA: If you do not believe us, you get the proceedings and check it up. (Interruptions)

SHRI P. M. SAYEED: Let him complete. (Interruptions)

MR. CHAIRMAN: Please listen to him. He might go a step further. (Interruptions)

SHRI C. K. JAFFER SHARIEF: This morning, when some Members were speaking from the other side, they mentioned everything elaborately. Had the Members been here, they would have heard it.

Shri V. P. Singh's Government of which Shri George Fernandes was a Member, no doubt took decision and took up to the Cabinet and the Cabinet passed. But, thereafter since the Government had lost, decision was rescinded. (Interruptions) Please bear with me. (Interruptions)

SHRI NIRMAL KANTI CHATTERJEE: What happened after that?

SHRI C. K. JAFFER SHARIEF: I would request at least the senior Members who know the functioning of the Government to tell others..... (Interruptions)

SHRI C. K. JAFFER SHARIEF: Please bear with me. No doubt, Shri Janeshwar Mishra might have made an announcement here.

SHRI BASU DEB ACHARIA: Not might have made; he made a categorical assurance on the 6th of March, 1991. (Interruptions)

SHRI C. K. JAFFER SHARIEF: I can tell you only one thing. You wanted to score a point over me to impress the workers outside. You have done that. (Interruptions)

17.32 hrs. At this stage, Shri Basu Deb Acharia and some other hon. Members came and stood on the floor near the Table

MR. CHAIRMAN: Please go back to your seats.

17.34 hrs. At this stage, Shri Basu Deb Acharia and some other hon. Members went back to their seats.

SHRI C. K. JAFFER SHARIEF: Sir, I thought that I am a member of the family and if a young brother says something in a good spirit, not meaning anything, in a lighter vein, they will be considerate. I did not know that they will get so much offended. All that I was trying to explain was ... (Interruptions) ... that the procedure which has to be completed is not yet completed. It has to go to the Cabinet again which needs time. That is all I wanted to say when I said that I have sympathetic consideration. (Interruptions)

MR. CHAIRMAN: Let him go to other points.

[Translation]

SHRI RAJENDRA AGNIHOTRI: Mr. Speaker, Sir, at least they should fulfil the commitment made by the Railway Minister of the previous government. Further, they can do whatever they are doing.

[English]

MR. CHAIRMAN: This is enough now. Let him complete the reply.

SHRI SOMNATH CHATTERJEE: I am trying to resolve this. I appreciate what he has said that the formalities will have to be completed because it requires the formal Cabinet approval again. Let him assure the House that he will go soonest to the Cabinet with his recommendations for acceptance and for its early implementation. Let him say that. Merely saying that he will take it to the Cabinet is not enough. He should go with his recommendation and if his recommendation is rejected we would not accept that. He has mentioned a date and fix a date for its implementation. (Interruptions)

MR. CHAIRMAN: I think the assurance is sufficient. Let us go ahead.

(Interruptions)

MR. CHAIRMAN: A minister cannot assure as to what he will say in the Cabinet because it is all confidential proceedings in the Cabinet. Therefore I think this assurance is sufficient.

(Interruptions)

17.39 hrs. [MR. SPEAKER in the Chair]

SHRI C. K. JAFFER SHARIEF: I personally feel that I am the most unfortunate because I remained only a worker and I did not become an advocate like him.

SHRI SOMNATH CHATTERJEE: As a worker you should be candid. Don't try to play with workers. You should be candid enough to say, yes that commitment will be maintained and the formality of Cabinet approval will be taken and I shall announce in the House the date of implementation. We want that.

(Interruptions)

SHRI C. K. JAFFER SHARIEF: Sir, the learned legal luminary knows that it is a collective responsibility. (Interruptions)

SHRI SOMNATH CHATTERJEE: I only wanted an assurance that he will go to the Cabinet and he himself recommend for its acceptance. That does not depend on the Cabinet and joint responsibility. Let him give a commitment that he will recommend for its acceptance. (Interruptions)

SHRI P. M. SAYEED: He has gone on record saying that he will take it sympathetically. What more do they want? (Interruptions)

SHRI A CHARLES: Mr. Speaker, Sir, we want a ruling from you. (Interruptions)

MR. SPEAKER: Mr. Railway Minister, please take your seat. Hon. Members, please take your seats. I think you are putting forth your points of view very forcefully and rightly. Nobody can.....

(Interruptions)

SHRI NIRMAL KANTI CHATTERJEE: Sir, we fail to elicit a simple answer from him. That is what we are trying to get. (Interruptions)

MR. SPEAKER: If you do not want to be helped, I cannot help you.

(Interruptions)

SHRI C.K. JAFFER SHARIEF: Sir, I honour the sentiments expressed by hon. Members regarding their concern for the *safai karmachari* working on the railways. (Interruptions)

[Translation]

SHRI RAJENDRA AGNIHOTRI: Mr. Speaker, Sir, during the tenure of the previous government you were also part of this House. The whole House was unanimous on this point and the then Government had fully assured this House about it and when the hon. Railway Minister was presenting the Railway Budget, this issue was raised... (Interruptions)... you will have to assure this House in this regard. Sir, this question was raised when Railway Minister was presenting the Railway budget and he was reminded about the commitment made by the Railway Minister of the previous Government... (Interruptions)... The whole House was unanimous on this issue and this assurance was given that... (Interruptions)... The employees dismissed during the strike would be reinstated and the wards of those employees who have already been retired would be given jobs. The whole House had supported this move with one voice and the then Railway Minister Shri Janeshwar Mishra stated that it will be brought before the Council of Ministers after completing

all the process in this regard. The present Railway Minister had been apprised about it by the hon. Members when he presented the Rail-budget. Now, he is backing out from this. The House will not tolerate such things.

(Interruptions)

[English]

MR. SPEAKER: Hon. Members, please take your seats first. Are you in a mood to hear what I am going to say?

SOME HON. MEMBERS: Yes, Sir.

MR. SPEAKER: I think, the point which you were making was that it should be discussed in the Cabinet.

(Interruptions)

MR. SPEAKER: You are again jumping up.

(Interruptions)

MR. SPEAKER: You are again getting up.

(Interruptions)

MR. SPEAKER: I will request Mr. Chatterjee to speak.

SHRI SOMNATH CHATTERJEE: Sir, it is a case of dismissal of several railwaymen under Rule 14(2) which precludes any inquiry and show-cause. We have been demanding reinstatement. The Janata Dal Railway Minister Mr. George Fernandes, had announced that he had issued the order for their reinstatement. It had been approved by the Janata Dal Cabinet. Then, it appeared that it was rescinded because the BJP had withdrawn its support. (Interruptions)

SHRI RATILAL VARMA: It was not on that point. (Interruptions)

SHRI SOMNATH CHATTERJEE: That was what he had told. Then, the matter came up again. When the next Government supported by the Congress Party came, Mr. Janeshwar Mishra, ex-Railway Minister, also made that commitment on the 6th of March, 1991, on the floor of this House. *(Interruptions)*

It was a unanimous demand from all sections of the House. My esteemed colleagues, Mr. Kumaramangalam, Mr. Harish Rawat—I believe, Mr. P. M. Sayeed also—and others came to the well of the House because the feeling was so high that the railwaymen were being unjustly treated. It did happen. Only after Mr. Janeshwar Mishra gave a categorical assurance about the implementation of the decision, the House accepted it and they went back to their seats.

Now, we raised this matter again when this new Government came. It was said that in his reply that the Railway Minister would deal with this. We expected that the decision for implementation will be given. Today, he has said, "He will consider the matter sympathetically." Then, after this pressure, he now says: He will have to take it to the Cabinet.

We say very well that the formality of the Cabinet approval has to be there. We understand that. But let him give a commitment that he will recommend to the Cabinet acceptance of this proposal, that is, reinstatement.

AN HON. MEMBER: How can he give it?

SHRI SOMNATH CHATTERJEE: He can give it—it is not a question of joint responsibility—and that he will ask for earliest implementation of the commitment, namely, reinstatement of these employees who are out of job for eleven years. We want this categorical assurance.

(Interruptions)

MR. SPEAKER: I am going to help both of you. It is an important point.

(Interruptions)

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI M. MALLIKARJUN): If I recollect my memory, Mr. Janashwar Mishra himself committed to this House: "I have to go to the Cabinet." This is what we have told today. *(Interruptions)* You go and refer it to the Library. *(Interruptions)* Mr. Janeshwar Mishra himself assured that he has to go to the Cabinet.

(Interruptions)

MR. SPEAKER: I would request the Members not to interrupt me when I am speaking so that I can help both the sides to resolve this issue.

(Interruptions)

MR. SPEAKER: If the Hon. Minister has said that 'I am going to consider this matter sympathetically', you can take it that it is an assurance on the floor of the House.

(Interruptions)

MR. SPEAKER: This is the legal position. And if he has to help you and do something sympathetically, all that is necessary for this purpose is he is expected to consult his Members in the Council of Ministers and he is expected to take an appropriate decision. I think, this should be more than sufficient.

(Interruptions)

MR. SPEAKER: If you are playing upon words, that is a different thing. If he has said that 'I am going to consider this matter sympathetically', it is an assurance given on the floor of the House.

(Interruptions)

MR. SPEAKER: It is not necessary now.

(Interruptions)

MR. SPEAKER: Please understand.

MR. SPEAKER: Now, if the Minister makes a statement on the floor of the House, you say that he is making a statement on the floor

of the House. His very words, which he is using on the floor of the House, are statements. And you have to attach importance to it. It does not mean that 'I assure you' means 'I assure you'. If he says that he is going to consider it sympathetically; it is an assurance which can be looked into by the Assurance Committee in that Committee meeting. It is not an issue.

(Interruptions)

SHRI NIRMAL KANTI CHATTERJEE: I would like to draw your attention exactly on this point. It is a commitment to the House. We want him to say that while he has given a commitment to this House, that will be honoured. We want nothing else. Let him say that that commitment will be honoured. That is all we want now. *(Interruptions)*

SHRI SOMNATH CHATTERJEE: Sir, in view of your understanding and observation and for our respect to the Chair, we shall wait till the first of August. *(Interruptions)*

SHRI C. K. JAFFER SHARIEF: Sir, I am grateful to you, I honour the sentiments expressed by the hon. Members regarding their concern for the *safai karamcharis* working on the Railways and the plea that privatisation of this activity may lead to their exploitation. Therefore, I have decided that this area will not be privatised... *(Interruptions)*... I share the anxiety of the hon. Members regarding the Budgetary support for the Railways as an important infrastructure. Overall constraint of resources in recent years has resulted in lesser Budgetary support in the Seventh Plan as compared to previous Plan periods. It is hoped that when the Eighth Plan is formulated, higher Budgetary support would be extended with due regard to the needs of the Railways for providing adequate transport effort for the economy.

Sir, let me repeat to the august House that basically I am a passenger. I have kept this fact in mind while formulating the Budget. *(Interruptions)*

SHRI RAM KAPSE: What about the sub urban railway? You have not referred to it as yet.

SHRI JAFFER SHARIEF: I had referred to it but you were not here. I must adopt your realistic objective approach rather than making announcements rolling out in succession. There is nothing to bargain for a passenger. I must be sincere and honest to the people outside and Members here. I seek their sympathy in the overall interest of the economy of the country so that this system runs efficiently.

SHRI SAIFUDDIN CHOWDHURY: May I draw the attention of the hon. Minister? A commitment was given by the then Railway Minister during the Janata Dal Government regarding a suburban section in the Eastern Railways. Bandel-Katwa was made a suburban section 20 years ago. But it has not been developed so far. The commitment given was that electrification programme will be undertaken there. I had talked to you and you were kind enough to listen to me sympathetically. The people there are really expecting that you will make a commitment and include it in the works programme. We know that it is miserable travelling on that line. You have to do something for them. May I expect a commitment in this regard?

(Interruptions)

MR. SPEAKER: If you do not have the information, please send it to the members later.

SHRI C. K. JAFFER SHARIEF: We have asked the Planning Commission. We may await their reply. *(Interruptions)*

SHRI SAIFUDDIN CHOWDHURY: This is a kind of reply that is expected. But he was searching for the papers to give a proper reply. Why don't you give him time to search the papers?

SHRI RAM NAIK (Bombay-North): Prof. Kapse, some other members and I have demanded a separate independent autonomous corporation and a zone for the Suburban Railway of Bombay. That point has not been replied to. We have also demanded the withdrawal of the hike in the fares of Suburban railway...*(Interruptions)*

MR. SPEAKER: If he has not responded, you can take it that at present he is not doing it.

SHRI RAM NAIK: But with regard to the separate and independent zone, he can reply. He can say whether he considers it or not...*(Interruptions)*

MR. SPEAKER: If you all speak like this, it is not proper. Please take your seats.

(Interruptions)

[*Translation*]

SHRI DAU DAYAL JOSHI: Mr. Speaker, Sir, the hon. Minister has not mentioned anything about Bombay Suburban Railway in his reply. I request that hon. Minister should give the reply of that part also. *(Interruptions)*

[*English*]

SHRI C. K. JAFFER SHARIEF: I have already stated that I have received more than 80 to 90 points. I have assured them that I will be writing to them separately.

SHRI P. M. SAYEED: Mr. Speaker Sir, because of your timely arrival, we have averted a serious railway accident here.

I just want to remind the hon. Minister about one thing. His predecessor Shri Janeshwar Mishra made a commitment on the floor of the House that ex-MPs would be given railway passes. As you know, every Member of Parliament is a prospective ex-member of Parliament.....

MR. SPEAKER: Well, we would very much like you to be in the House always.....

SHRI P. M. SAYEED: Therefore, I would request Shri Jaffer Sharief to make a comment on these railway passes for ex-Members of Parliament.

SHRI C. K. JAFFER SHARIEF: Why talk of the commitment of Shri Janeshwar Mishra only? One day or the other, all of us are going to be ex-Members of Parliament. To honour this commitment is more to my advantage. Now I would like to mention only this much. I am quite sympathetic to this view. There are certain norms which are to be taken into consideration to decide this issue. First, we should go into those norms. I can only assure you that I will try to come back to you very early with all sympathy. *(Interruptions)*

SHRI SRIKANTA JENA: I too request the hon. Minister to listen to me with kind and sympathetic consideration. You know the Railway Department have continuously neglected Orissa, specially the South Eastern Railway. We have been demanding Daitari-Paradeep new line and the Railway Minister said that the priority will be given to the backward regions. The Government of Orissa has been continuously approaching the Railways authority that this should be taken up in the 8th Five Year Plan. May I request the Hon. Minister to include this Daitari-Paradeep line because the Commerce Minister will also agree that this line helps in the export of goods. May I request the Minister to consider this sympathetically. May I also request the Railway

Minister to include some portion of Kharagpur-Cuttack railway line for electrification.

MR. SPEAKER: Mr. Minister you please note down all the points and at one go you can reply.

SHRI SOMNATH CHATTERJEE: Most humbly, may I request the Hon. Minister to find out the slips of papers. He is loosing them, I find. Will you please reply about the Khana-Saintia line shortly because we have to write to our people may I also request him to consider it sympathetically.

SHRI BASU DEB ACHARIA: Sir, the hon. Minister has not mentioned anything about giving recognition to RPF Association. An order was issued by the former Railway Minister Shri Janeshwar Mishra and a Statement was also made in this very House.

While taking part in the discussion I also referred to a letter from Shri Mishra to Shri Kumaramangalam regarding restoration of recognition to RPF Association. That order has already been issued. Decision has already been taken. I referred to that letter today.

I would like to know whether the Railway Minister would consider along with reinstatement of victimised dismissed railway employees the restoration of recognition to Railway Protection Force. An order has already been issued. So, no money is involved in it. I would like to know whether the Railway Minister can make this commitment in the House or not.

MR. SPEAKER: Time is already over. I think the House will continue till the item under discussion is disposed of.

(Interruptions)

MR. SPEAKER: Mr. Minister, you please note down all the points and at one go you can reply.

SHRIMATI GEETA MUKHERJEE: Sir, through you I would request the hon. Minister, who is a very good friend of ours to examine Tam-lur-Digha railway line which is outstanding for a long time and which was actually proposed during Shri Ghani Khan's tenure, I hope he will answer this.

[Translation]

SHRI DATTA MEGHE (Nagpur): Mr. Speaker, Sir, the Vidarbha Express train runs 2-3 days in a week. It should run every day. The Bombay Express also needs attention of the Railway Board. I have written many letters regarding Kamthi-Wadi defence line but nothing has been done in this regard. Nagpur has a big railway station. There was proposal for opening another booking office after constructing a new platform, on the side of Cotton Market but nothing has been done yet in this regard. I request you to expedite this matter.

[English]

MR. SPEAKER: I think that Members just want to say that some railway line should be started. I would request the Members to write to the Minister and I would also request the Minister to reply to them.

[Translation]

DR. LAXMI NARAYAN PANDEYA: Mr. Speaker, Sir, I would like to suggest that the hon. Minister should give written replies to those cut-motions which have not been answered in the House.

MR. SPEAKER: He mentioned it a number of times in his replies. He has himself stated it.

(Interruptions)

[English]

MR. SPEAKER: A number of cut motions have been moved by Members to the Demands for Grants (Railways) for 1991-92. Shall I put all the

cut motions to the vote of the House together or does any hon. Member want any particular cut motion to be put separately?

I think, they agree to it.

I shall now put all the cut motions which have been moved together to the vote of the House.

All the cut motions were put and negatived.

SHRI SOMNATH CHATTERJEE: We want to give them a little chance to behave. Therefore, we are not pressing them for vote.

MR. SPEAKER: I shall now put the Demands for Grants (Railways) for 1991-92 to vote.

The question is:

“That the respective sums not exceeding the amount shown in the fourth column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, to complete the sums necessary to defray the charges that will come in the course of payment during the year ending 31st day of March, 1992, in respect of the heads of demands entered in the second column thereof against Demand Nos. 1 to 16.”

LOK SABHA

List of Demands for Grants (Railways) for 1991-92 Voted by Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grant on Account voted by the House on 11-3-91	Amount of Demand for Grant voted by Lok Sabha
1	2	3	4
		Rs.	Rs.
1.	Railway Board	3,69,09,000	7,38,17,000
2.	Miscellaneous Expenditure (General)	24,37,58,000	48,75,16,000
3.	General Superintendence and Services on Railways	173,30,99,000	346,61,99,000
4.	Repairs and Maintenance of Permanent Way and Works	351,43,01,000	688,36,02,000
5.	Repairs and Maintenance of Motive Power	274,98,71,000	549,97,42,000
6.	Repairs and Maintenance of Carriages and Wagons	371,10,34,000	735,20,67,000
7.	Repairs and Maintenance of Plant and Equipment	185,80,79,000	357,07,57,000
8.	Operating Expenses — Rolling Stock and Equipment	290,73,11,000	581,46,22,000
9.	Operating Expenses — Traffic	562,15,41,000	1,124,30,83,000

1	2	3	4
10. Operating Expenses—Fuel		638,48,01,000	1247,50,03,000
11. Staff Welfare and Amenities		127,80,31,000	255,60,62,000
12. Miscellaneous Working Expenses		194,01,82,000	363,53,65,000
13. Provident Fund, Pension and other Retirement Benefits		323,18,52,000	646,37,03,000
14. Appropriation to Funds		1040,66,67,000	2316,33,33,000
15. Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Over-Capitalization		8,73,54,000	1138,26,46,000
16. Assets—Acquisition, Construction and Replacement			
Revenue		16,00,03,000	29,00,07,000
Other Expenditure			
Capital		1861,45,16,000	4217,15,19,000
Railway Funds		800,79,36,000	1584,58,71,000

The motion was adopted.

18.06 hrs.

THE APPROPRIATION (RAILWAYS) NO. 3 BILL*

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1991-92 for the purposes of Railways.

MR. SPEAKER: The question:

“That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1991-92 for the purposes of Railways.”

The motion was adopted.

SHRI C. K. JAFFER SHARIEF: I introduce **the Bill.

MR. SPEAKER: The Minister may now move the Bill for consideration.

SHRI C. K. JAFFER SHARIEF: I beg to move:

“That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1991-92 for the purposes of Railways, be taken into consideration.

MR. SPEAKER: The question is:

“That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year

*Published in the Gazette of India. Extra Ordinary Part II, Section 2, dated 25-7-1991.

** Introduced with the recommendation of the President.

1991-92 for the purposes of Railways, be taken into consideration."

The motion was adopted.

MR. SPEAKER: The House shall now take up clause by clause consideration of the Bill.

The question is:

"That the Clauses 2 and 3, the Scheduled, Clause 1, the Enacting Formula and the Title stand part of the Bill."

The motion was adopted.

Clauses 2 and 3, the Schedule, Clause 1, the Enacting Formula and the long Title were added to the Bill.

SHRI C. K. JAFFER SHARIEF:
I beg to move:

"That the Bill be passed."

MR. SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

MR. SPEAKER: The House stands adjourned to re-assemble tomorrow at 11.00 A.M.

18.09 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, July 26, 1991/Sravaṇa 4, 1913 (Saka)

© 1991 BY LOK SABHA SECRETARIAT

**Published under Rules 379 and 382 of the Rules of Procedure and
Conduct of Business in Lok Sabha (Seventh Edition) and printed
by The Manager, Government of India Press, Coimbatore.**
