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**Thursday, January 24, 1963**

**Magha 4, 1906 (Saka)**

# **LOK SABHA DEBATES**

## **(English Version)**

**First Session**  
**(Eighth Lok Sabha)**



*(Vol. I contains Nos. 1 to 11)*

**LOK SABHA SECRETARIAT**  
**NEW DELHI**

*Price | Rs. 4.00*

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## **PREFACE**

This is the first Volume of the Lok Sabha Debates for the Eighth Lok Sabha. Upto the end of Seventh Lok Sabha, two versions of Lok Sabha Debates were brought out, *viz.*, (i) Original Version containing the proceedings of the House in the languages in which they took place except that in the case of speeches made in regional languages, their English/Hindi translation was included and the Urdu speeches were put in Devnagri script and their Persian script was also given within brackets, and (ii) Hindi Version containing the Hindi proceedings, Urdu proceedings in Devnagri script and Hindi translation of English proceedings and also of speeches made in regional languages.

2. With effect from the First Session of Eighth Lok Sabha, in pursuance of a decision of the General Purposes Committee of Lok Sabha, two versions of Lok Sabha Debates are being brought out, *viz.*, (i) English Version containing Lok Sabha proceedings in English and English translation of the proceedings which take place in Hindi or any regional language, and (ii) Hindi Version in its present form except that Urdu speeches are being put in Devnagri script and their Persian script is also being given within brackets.

3. In addition, Original Version of the Lok Sabha proceedings is being prepared and kept in Parliament Library suitably bound for purposes of record and reference only.

4. In both the English and the Hindi Versions, an appropriate indication is being given to specify where a particular part of the proceedings is original in English/Hindi or a translation.

5. It is hoped the two independent Hindi and English Versions will be found useful by Members and others interested.

**NEW DELHI ;**  
*January, 1985*

**SUBHASH C. KASHYAP,**  
*Secretary-General.*

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# LOK SABHA DEBATES

1

## LOK SABHA

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*Thursday, January 24, 1985/Magha 4, 1906*  
*(Saka)*

*The Lok Sabha met at Eleven of the Clock.*

[MR. SPEAKER *in the Chair*]

## ORAL ANSWERS TO QUESTIONS

[*English*]

### Raniganj-Mejia Railway Line

\*77. SHRI BASUDEB ACHARIA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have received several representations for construction of the Raniganj-Mejia *via* Bankura railway line ; and

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

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) and (b). There have been demands for the construction of a new broad gauge rail line from Raniganj to Bankura *via* Mejia. Engineering-cum-traffic surveys for the proposed link have been carried out which showed that the project would not be financially viable. In view of the pressing demand the survey has been further updated recently. However, the results shown by the updating of the survey have not been promising.

SHRI BASUDEB ACHARIA : Mr. Speaker, Sir, this proposal was initiated at a time when Geological Survey of India

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brought out a report on the substantial reserve of coal in one of the backward areas of the State. This line would be an alternative and quicker and cheaper route, not only for Kalaghat-Haldia but practically for all South-bound trains. The existing difficulties over Anara-Chandil-Tata-Nimpura section would be solved, the congestion in Kalipahari Section would ease and coastal shipping and export of coal and sugar would be greatly facilitated. I would like to know from the hon. Minister whether it is a fact that the Traffic-cum-Engineering Survey Report prepared by the South-Eastern Railway indicated that this project will give 14% return on capital investment and thus it will be a remunerative one. If so, I would like to know from the hon. Minister whether the Government will have a fresh look at it.

SHRI BANSI LAL ; The 1977 Survey of the Railway shows that the return will be 6.02% only.

SHRI BASUDEB ACHARIA : Sir, the National Transport Policy Committee recommended that the backward areas of the region should be taken into consideration for the construction of new railway link lines. I would like to know from the hon. Minister whether the Government will consider the proposal for infrastructural development of the district of Bankura which is a backward district among the 15 districts of our country.

SHRI BANSI LAL : At present we are not considering to construct these lines.

SHRI K. RAMAMURTHY : Mr. Speaker, Sir, in the Seventh Lok Sabha, the then Railway Minister in his budget speech announced that the on-going projects which were in need of huge funds would be continued and therefore the Railway Ministry

was not in a position to take up construction of new lines. I would like to know from the hon. Railway Minister whether Government would consider wherever there is the necessity of new railway lines they will be taken up now or whether the same policy announcement made by the then Railway Minister will continue.

**SHRI BANSI LAL :** If any railway line is considered to be viable, that would be considered subject to the availability of funds and clearance by the Planning Commission.

[Translation]

#### New Education Policy

\*78. + **SHRI MOOL CHAND DAGA :**  
**PROF. P.J. KURIEN :**

Will the Minister of EDUCATION be pleased to state :

(a) the main suggestions made by the Prime Minister on Educational reforms ;

(b) steps proposed to be taken to implement these suggestions ; and

(c) whether the Government would ascertain the views of State Governments also in the matter and whether any time bound programme has been chalked out therefor ?

[English]

**THE MINISTER OF EDUCATION (SHRI K.C. PANT) :** (a) to (c). A statement is laid on the Table of the House.

#### Statement

(a) In his broadcast to the Nation on 5th January, 1985, the Prime Minister made the following suggestions for transformation of the educational system :

- Promotion of national cohesion and the work ethic through education ;
- Exposure of students to the grandeur of India's Freedom struggle and its significance for national integration ;
- Acquaintance of students with India's ancient heritage and culture ;

— Re-orientation of curricula and textbooks to curb parochial and communal interpretations of India's composite culture ;

— Large scale use of the new communication technology in our school system ;

— Delinking of degrees from jobs under Government ;

— Establishment of an Open University to bring higher education within easy reach of all ;

— Expansion of the Central Schools organisation ;

— Re-organisation of vocational education to align it with industry, agriculture, communications and other productive sectors of our economy.

(b) and (c). The Government has already initiated a comprehensive and in-depth review of the existing Education Policy. Since Education is a joint responsibility of the States and the Centre, the New Education Policy will be considered by the Central Advisory Board of Education and the State Governments will also be consulted. The process of consultation is likely to be completed by June, 1985.

[Translation]

**SHRI MOOL CHAND DAGA :** Mr. Speaker, Sir, on 5th Jan. 1985, the Prime Minister of India made important suggestions for comprehensive changes in the educational system, most important suggestion being that the education must be employment-oriented and the jobs under Government should be delinked from degrees. He has suggested that education must aim at development of human values and for promotion of patriotic spirit. For attaining the above objectives, the role of a teacher is extremely important.

What is the condition of a teacher today ? Everyone in the society wants that there should be reorientation and radical reform of our educational system.

So far as reorientation is concerned, a

person becomes a teacher, if he is not able to secure any other job ! Will the Education Minister be pleased to state the steps he proposes to take to make the role of the teachers much more effective, to increase their salaries, to improve their status in the society, to make them competent and efficient, and also to ensure that the difference between the public and private schools, a dual education policy under which a man educated in a town becomes a clerk or an officer and a man who had his schooling in a village becomes a peon, is removed ?

SHRI K.C. PANT : Mr. Speaker, Sir, I fully agree with Shri Daga that the role of teacher is vital and it is obvious that in order to reform the educational system his role must be made more effective. His salary and service conditions will have to be improved. But the society also expects that a teacher should set a good example so that the students could become good citizens. As example is better than a precept, a great responsibility falls on the teacher. We all have to ensure that justice is done to him. Several eminent teachers and educationists have made suggestions as to how training facilities for teachers should be improved. This issue would be gone into and efforts would be made in the Teachers Training Institute to ensure that the standard of teachers is improved.

Whatever suggestions you have made will be examined and processed during the coming weeks and as and when a definite stage is reached, you will be apprised of the developments.

SHRI MOOL CHAND DAGA : Mr. Speaker, Sir, I am thankful to the Hon. Minister that he has made efforts to get more funds from the Planning Commission and also constituted a Committee. Will the proposed Committee include eminent educationists and teachers ? Article 45 of the Constitution had envisaged that within a period of 10 years, free and compulsory education would be provided to all children till they complete the age of 14 years. Article 351 provides that Hindi, which is a link language, would be propagated throughout the length and breadth of the country.

Will the proposed Committee also consider implementation of the above articles ? If so, by what time it would submit its report ? Will the report be presented in the House for consideration ? If so, by what time ?

SHRI K.C. PANT : Mr. Speaker Sir, Article 45 envisages that elementary education would be free and compulsory. Some progress in that direction was made when the First Plan was launched. But after 1960, there had been laxity and now 1990 is the target year. At present about 11.6 crore children of the above age group are in schools. This is approximately 76%. This means that considerable number is yet to be covered. However, the annual target fixed during the past few years, had been duly fulfilled. There has been progress. I agree with Shri Daga that unless more allocation is made for education—specially in Central sector—all those schemes which the House has in view cannot be undertaken. During the First Plan, which I had referred to earlier, education in Central sector received 7.4% of the total plan allocation which has come down to 2.6%. In the national education policy, this allocation was fixed at 6% of the national income. If the above targets have to be achieved the allocation has to be increased.

[English]

PROF. P.J. KURIEN : Sir, I thank the Government for making an in-depth study and announcing that there will be a new educational policy. . .

PROF. MADHU DANDAVATE : Is it necessary to thank the Government ? This is Question Hour, you see.

PROF. P.J. KURIEN : Government is aware that today in our country, our educational system is such that we produce two types of citizens. Urban schools, private schools and public schools provide better quality and better facilities. At the same time, rural schools and especially government rural schools do not have facilities. Therefore, we provide two types of education to our citizens. Will this aspect also be studied and will Government make efforts to minimise this difference ? Again, one

more point. Education in addition to imparting love for one's own country and promoting emotional and national integration should also imbibe the spirit of self-discipline among the students. With that end in view, will the government consider including moral education, physical education and sex education as part of the curricula ?

**SHRI K.C. PANT :** Sir, it is obvious that this matter does exercise the minds of hon. members, concerning the level of education in rural schools and in government schools as against the level of education in private schools. And I agree with my hon. friend that the attempt must be to minimise the difference between the two and I think the thrust must be to raise the level of education in government schools. Already in Kendriya Vidyalayas, i.e. in the Central Schools, the level of education generally, I am told, is better than the other government schools. In the Defence Schools also, it is much better. I have discussed this matter with some of the State Chief Ministers who met me in the last few weeks, since I took over and I am glad to say that some of them are suggesting that the Centre should play a more active role in school education in the States and it is in that context that we are considering to enlarge the Central Schools in the States. But how much we can do in the Seventh Plan, will depend on the amount of money and resources that can be made available to Education, which I have referred to earlier.

So far as moral education is concerned, or the element of moral education in our educational system, it is an idea which has been proposed from time to time. In some form or the other, it is also incorporated. But if there are specific suggestions, I will be very glad to look into them.

**SHRI AMAL DATTA :** The suggestions of the Prime Minister which are quoted in part (a) of the answer all relate to qualitative changes, so that people who are already receiving education of some kind will receive a different kind of education—may be better, may be worse. But what is urgently needed in India is not merely a qualitative change in the education imparted to those who are already in receipt of some kind of education, but expanding the scope of

education so that those who are outside its orbit are brought into it. For that, the State Governments who have got the responsibility, are discharging it to the best of their ability, so far as primary and secondary education are concerned. They have to be helped by the Central Government.

I do not see any suggestion in respect of that in part (a) of the answer, or parts (b) and (c) taken together. Is the Central Advisory Board going to consider only changes which have been listed in part (a) ? In that case, it will be a banal exercise. My question to the Minister is whether, apart from those which have been listed in (a), they are going to consider the question of expanding education in the primary stage, and then removal of discrepancy between those who are already getting some kind of education in rural centres and those who are getting education in city schools which are being assisted by the Government in a much bigger way; and whether for all this, the Central Government or his Department will suggest that more funds be allocated—and how much more.

**SHRI K.C. PANT :** I have partly answered this question in Hindi, but my friend did not have ear-phones on at that time, possibly. I have indicated, in fact, the figures. I said that 11.6 crore children are there at present in the elementary stage in the schools. Something like 6 crore more children will have to be brought into the educational stream at the elementary stage, if we are to give universal elementary education. That is, by all means, a very large task. I think we will have to be very clear that the formal stream of education may not be able to take this load. One will also have to strengthen the non-formal stream of education, so that the non-entrants into the educational stream as well as the drop-outs can be taken into the non-formal educational stream; and both together can ensure 100% universalization of elementary education. It will have to be through full time, formal education and part-time non-formal education.

The third element of spreading education or removing illiteracy is to spread adult education. Here also, the number of adult illiterates is large. Between the ages of 15

and 35, it is almost 11 crores. Here also, a lot of leeway has to be made up. My own feeling is that unless this becomes a people's movement, unless young people are involved, unless the employers whether in Government or in the private sector take upon themselves the responsibility of removing illiteracy at least amongst their own employees, it will be difficult. This is a very big task. Everybody will have to put his shoulders to the wheel; then only can we get over the problem of illiteracy.

**PROF. K. K. TEWARY :** The Prime Minister deserves congratulations from all concerned for giving primacy to education in our socio-economic endeavours and socio-economic changes. I would like to know from the hon. Minister whether he envisages any change in the present position of education. Education upto now is on the Concurrent List. Does he envisage taking education on the Central List in the interest of uniformity all over the country in educational pattern and also in order to make education more vibrant and make it correspond to the socio-economic changes now taking place and distortions in educational policy and programme in certain areas of the country? History of India is being distorted in certain parts of India and universities and colleges are being run as centres of political training, particularly in West Bengal. (*Interruptions*) This is a fact.

**SHRI SAIFFUDIN CHOWDHURY :** When you do not know about it, you cannot say anything. (*Interruptions*)

**PROF. K.K. TEWARY :** When any reference is made to West Bengal, why do you start jumping? (*Interruptions*). Is there any thinking to transfer education from the Concurrent List to the Central List?

**SHRI K.C. PANT :** Education is the joint responsibility of the States and the Centre. There is a lot to be said in favour of having a core syllabus and curriculum which stresses ideas like national integration, pride in our cultural heritage, exposure to the history of the freedom struggle, something about the lives of our national leaders and so on. There is something to be said

for such a hard core in the curriculum. But I think education in the country must take into account local variations not only at the State level but beyond that at the local level for primary schools in the district and so on. Variety of the country must be kept in mind while considering the question of education. Education must be related to the living experience of the children in their own environment. So, I think the States have also a role to play. But my hon. friend has referred to some aberrations in specific States. I have been here only a few weeks. I hope the closest scrutiny of these charges will not bear them out. (*Interruptions*) I have expressed the hope, not confidence.

[*Translation*]

**MR. SPEAKER :** It is a big question. It is not possible to cover all things in reply to one question. But Mr. Pant, one thing has come to my mind. I believe 90% of children study in the village schools which are short of funds. Only 10% of children study in the schools which belong to monied class. But when the question of distribution of cream arises the ten per cent grab the whole share. For this we have to do something. Because wherever there are posts or vacancies, this ten per cent dominates the scene. Some arrangement should be made so that the best 9 out of 90% and best one out of the remaining 10 per cent is selected.

**SHRI K.C. PANT :** Mr. Speaker, Sir, Government does not give any aid to the private schools. No funds are given from our budget.

**MR. SPEAKBR :** I quite realise. But it is a question of rich versus poor.

**SHRI K C. PANT :** There is no question of big chunk of cake going to them. It goes to government schools and aided schools.

**MR. SPEAKER :** I did not say about money. It is a big question. Please look into it—

[*English*]

—This has to be looked into in proper perspective.

**PROF. MADHU DANDAVATE :** I suggest on every question you ask a supplementary.

#### Cheap Cure for Dehydration

\*79. **DR. KRUPASINDHU BHOI :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether a "Cheap and do-it-yourself" cure has been found for dehydration—the single biggest killer of children now-a-days ;

(b) if so, the details thereof ; and

(c) the time by which the proposed medicine or formula will be available in the market and how far it is likely to safeguard the lives of children ?

**THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) :** (a) to (c). Yes, Sir. A glucose-salt mixture called oral rehydration salt (ORS) has been developed to combat dehydration in children. The mixture has been found to be very effective in combating dehydration and prevents mortality. It is already available in the market. ORS packets are also being supplied by Central Government for distribution through Health Guides at the Primary Health Centres.

**DR. KRUPASINDHU BHOI :** Hon. Speaker, Sir, I must congratulate the Minister because he has given a very brief reply on the subject but the task is gigantic. According to the Alma At a Declaration, signed by our late Prime Minister Shrimati Indira Gandhi, which was discussed by Dr. Koko, who is the Regional Director of the World Health Organisation for the South-East Asian countries and the developing nations, he has attributed the causes of infant mortality and children mortality to diarrhoea, respiratory diseases and lack of other immunisation programme. Basing on this, what are the contributory factors, particularly, the break-up of infant mortality and children mortality rate, due to diarrhoea in our country ? And have the I.C.M.R. people been given any responsibility to probe into this particular subject

and what is the percentage by which we can reduce the infant mortality rate and children mortality rate ? Secondly, what are the major components which were prescribed by W.H.O. for this particular disease—oral rehydration kit or oral dehydration salt, there is a controversy on it. So, my question was, about this "Cheap and do-it-yourself" cure. How can laymen know about it and how health training can be imparted ? Which are those agencies which can be available at the doorstep of lay people to guide mothers and families ?

**SHRI YOGENDRA MAKWANA :** I agree with the honourable Doctor that the task is gigantic and according to the Alma At a Declaration which we have signed and according to the opinion expressed by Dr. Koko, this disease requires to be handled properly, because the main, or majority of the causes for infant mortality are due to diarrhoea. There are no separate figures available with me about infant mortality. I have with me figures of mortality due to diarrhoea which include cholera and gastroenteritis also.

The figures are available with me, from 1980 onwards, and if the hon. Member wants I can give them. For the year 1983 the number of cases was 52,90,065 and the number of deaths was 4,954. The provisional figures for 1984 are 60,37,723 cases and number of deaths is 4,888. There are a number of reasons for this and this is such a disease where water is lost from the body, salt is also lost from the body and therefore the easiest solution is to give a mixture of salt and glucose. The home made solution is salt and sugar.

**PROF. N. G. RANGA :** Sugar and water.

**SHRI YOGENDRA MAKWANA :** Yes, sugar and water, because without water it will not be dissolved . . . I stand corrected. This is the home-made medicine for diarrhoea.

Village Level Workers, A.N.M. workers and doctors working in the Primary Health

Centres are also there so that they can guide the people in the rural areas. On several occasions seminars and training courses are held which are attended by the Village Health Workers, who, in their turn, train the village people. The best treatment is breast-feeding by the mothers to the infants because in case of diarrhoea if they continuously feed the child by breast-feeding, then also it helps. Liquid in any form like fruit juice and rice kanji will also help in these cases.

**DR. KRUPASINDHU BHOI :** I wanted to know the recommendations of the WHO. The formula is common salt, sodium bicarbonate and potassium chloride are mixed with one litre of boiled water. Then we mix sugar or glucose 20 gm. But the crux of the problem is that with that we are not mixing any antiseptic solution which is prevalent throughout the country. He can advise the mothers the alternative suggestions that are there in the country. The homemade antiseptic is : have a glass of milk, pour some drops of lemon in it, boil it, throw the solid part and the water acts as antiseptic. Mix it with the solution. That is why, I wanted to ask the Minister taking in to consideration the geo-physical conditions of our country whether ICMR is doing some investigation keeping an eye on the climates of our country. According to the Alma At a Declaration, is there any relation between the population control, repeated pregnancy and spacing of pregnancy by which the children may not be susceptible to the menace of diarrhoea ?

**SHRI YOGENDRA MAKWANA :** Yes, there is a relation. Even in family planning programme, we give more importance to the health care because only a healthy mother and healthy father can produce a healthy child. If there are healthy children, then they will try to have family control. Otherwise, if there is a fear of mortality, then nobody would like to go in for birth control.

He wanted to know the formula of oral rehydration salt. It is like this : Sodium Chloride 3.5 gm, potassium chloride 1.5 gm, sodium bicarbonate 2.5 gm., glucose 20 gm.

ORS packets are available in the market.

But the home made medicine i.e. salt and sugar can also work in these cases.

**DR. T. KALPANA DEVI :** About 2<sup>00</sup> children below the age of one year die every day. What are the preventive measures being taken so far in the rural areas ? What are the measures taken for population control, health care for infants and medical education in rural areas ?

**SHRI YOGENDRA MAKWANA :** There are two-pronged strategies in order to meet this problem. There are short-term and long-term measures which should be taken. The short-term measures are : training of medical and para-medical personnel ; increasing production and distribution of ORS, education of mothers and the community members in the use of oral rehydration therapy ; formulation of proper strategies towards continuous breast-feeding and whenever possible to appropriate weaning-feeding practices and operational/health services research for identification of the suitable strategy for implementation. The long-term measures are : provision of safe drinking water supply, improvement of sewage disposal system, improvement in general environmental situation and health and nutritional education of the people.

Both these strategies are in operation and the Government tries to solve the problem with this two-fold strategy. There is a chain of Village Workers, Sub-Centres and Primary Health Centres which are looking after the promotion of health, prevention of diseases and curing of diseases. More importance is given to the promotive and preventive aspects and in every village with a population of 1,000 or less, there is a Village Health Worker besides a Sub-Centre and a Primary Health Centre. So, all these are for the prevention of diseases including diarrhoea.

#### Schemes to Help Expectant and Nursing Mothers

\*80. **SHRIMATI KISHORI SINHA :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the existing and proposed schemes to help expectant and nursing mothers ; and



(b) whether increased financial allocation for such schemes would be given by Government ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) and (b). Under the Maternal and Child Health Care Programme various schemes have been taken up to provide antenatal and post-natal care, arrangements for aseptic deliveries by better trained hands, prophylaxis against nutritional anaemia and immunisation of expectant women against tetanus. Under the ICDS Scheme, supplementary nutrition is also provided to pregnant women and nursing mothers. These schemes will be further expanded during the 7th Five Year Plan with increased financial outlays.

SHRIMATI KISHORI SINHA : Mr. Speaker. Sir, I have read the reply and have heard the reply, but I want to know whether it is not a fact that this Scheme benefits only those working women who are employed in factories, shops or establishments ; they do not cover the women who are working in unorganised sector.

MR. SPEAKER : Were you impressed more by reading or by just listening ?

SHRI YOGENDRA MAKWANA : Sir, this is just not correct. While replying to the earlier supplementary of the hon. lady Member from the opposite side, I have given the chain of Health Centres for curing and preventing diseases and for promoting health. So, this aspect is also covered under the scheme. The budget is also very huge for the family welfare programme. In the Sixth Plan it was Rs. 1,458 crores. All this money is not going only to the urban centres, major portion of it goes to the rural areas because there is a Rural Village Health Worker in every village or a population of 1,000, then there is a Sub-Centre for a population of 5,000 where there is an ANM worker and a female worker. In a village also, the worker is selected mainly from the females.

AN HON. MEMBER : We have never seen them.

SHRI YOGENDRA MAKWANA : You may not have seen but it is implemented all over the country by the State Governments except in Tamil Nadu, Jammu and Kashmir and Kerala. They have different schemes. But most of the States have accepted this programme and in many schemes the Government provides hundred per cent finance. So, this scheme is working both in urban as well as in rural areas.

SHRIMATI KISHORI SINHA : I would like to thank the hon. Minister that he has assured that this scheme will be expanded during the Seventh Plan. But, at the same time, I would like to know whether he has tried to find out the percentage of women workers getting benefits under this scheme. Has any census been carried out to find out the number of such women workers ?

SHRI YOGENDRA MAKWANA : Sir, it is very difficult for me to give the number of women who have got the benefit. I can give the number of the centres in the country at present. I can give the figures regarding the amount spent on it, targets fixed and the achievements made. In 1981-82, in regard to the immunisation programme the target was 7.96 million and the achievement was 7.11 million. Percentage-wise the achievement was 89.5. In 1982-83 the achievement was 7.64 million i.e. 84.9 per cent ; in 1983-84 it was 8.19 million i.e. 71.3% and in 1984-85 and achievement was 4.13 million i.e. 13.7 per cent.

SHRIMATI KISHORI SINHA : I must say that the Minister has not replied satisfactorily to my question.

[Translation]

SHRIMATI PRABHAWATI GUPTA : I want to know from the Hon. Minister whether all the welfare schemes are being implemented ? It is said about women :

*Naari deh shikha hai jo nav dehon  
ke nav deep sanjoti.*

Are the facilities extended by the centre reaching remote rural areas? We did not see any female village worker in remote rural areas working under the above welfare

schemes nor any work is being done by them. The Hon. Minister should kindly inform the actual number of women who have benefited, the amount allocated for the above schemes, and the extent to which it is proposed to be increased ?

**MINISTER FOR HEALTH AND FAMILY WELFARE (SMT. MOHSINA KIDWAI) :** Mr. Speaker, Sir, the original question related to expectant mothers and nursing mothers. Different figures have been given for different health schemes and the health infrastructure. We have figures for women who received anti tetanus injections, women suffering from anaemia and for infant mortality. All these figures have been given correctly by Shri Makwana.

[English]

To prevent Tetanus, expectant women are immunized with Tetanus Toxoid injections. This immunization is done in P.P. Centres, PHCs, Sub-centres and even in the villages when the ANMs visit there.

Secondly to prevent nutritional anaemia in expectant and nursing mothers, a scheme of Prophylaxis against nutritional anaemia is in operation. Under this scheme iron and folic acid tablets are distributed to these women.

Now, I come to the yearwise targets and achievements. In 1981-82, the target was 11.88 and the total number of expectant mothers and nursing mothers benefited was 12.04 and 6.38 respectively. Here the achievement of the target was 101 per cent. In 1982-83 the achievement of the target was 103 per cent.

In this way there are different figures about the targets and achievements made in regard to different schemes.

[Translation]

Under the infrastructure outlined above, the A.N.M. visits every village and examines expectant mothers. You are aware that there is illiteracy among women. This creates problems. The programmes relating to infant mortality, expectant mothers or M.C.H. are inter-related. We cannot view them separately. Similarly, our doctors

visit our primary health centres also. It is correct that this work is undertaken by State governments. The difficulty is that lady doctors and doctors do not visit some of the centres. For that purpose we have started a new scheme. Finance Commission has sanctioned Rs. 250/- as rural allowance and Rs. 150/- for residential quarters to doctors serving in rural areas. It is now proposed to pay Rs. 400/- extra to the doctors who are serving in rural areas while earlier they were not getting anything. We want that doctors should go to rural areas. It is correct that due to reluctance of doctors to go there and because of indifference of the health functionaries, people have to face problems. This infrastructure is provided for rural health so that the persons in need could be given assistance. . . (Interruptions)

[English]

**DR. V. RAJESHWARAN :** Mr. Speaker, Sir, as a medical graduate, I know that anaemia is very prevalent in rural areas. Therefore I would like to know from the hon. Health Minister whether there is any scheme to provide iron fortified salt to the expectant mothers in rural areas as well as urban areas, as the Tamil Nadu Government is supplying tooth powder to the school children. My humble suggestion to our Health Ministry is, it is better that they should provide free iron fortified salt to the expectant mothers both in the rural areas as well as urban areas.

**SHRI YOGENDRA MAKWANA :** We have noted the suggestion made by the hon. Member.

**SHRIMATI MOHSINA KIDWAI :** We are giving folic acid tablets for the nursing mothers. Iron and folic acid tablets are provided to fight against anaemia under the ICDS scheme. Supplementary nutrition is also provided.

#### National Book Policy

\*81. **SHRI CHITTA MAHATA :** Will the Minister of EDUCATION be pleased to state :

(a) whether Government are considering to formulate National Book Policy ;

(b) if so, the details thereof; and

(c) if not, the reasons therefor ?

**THE MINISTER OF EDUCATION  
(SHRI K.C. PANT) :** (a) Yes, Sir.

(b) This matter has been referred to the National Book Development Council which was reconstituted by the Government in September, 1983 for the development of the Indian Book Industry. One of the Council's functions according to the Resolution of the Government of India is to draft a National Book Policy. The Council in its meeting held on 17th December, 1984, *Inter-alia*, discussed this subject in detail and recommended that the Council's Chairman may constitute a Working Group of persons connected with the book field to study the various aspects of the subject and suggest a National Book Policy for consideration of the Council.

(c) Does not arise.

**SHRI CHITTA MAHATA :** Sir, in his reply the Minister has stated that the National Book Development Council was reconstituted by the Government in September, 1983. I would like to know from the hon. Minister the reasons for the reconstitution of the National Book Development Council by the Government. Was the previous body ineffective to give recommendations for the development of Indian book industry; If that is so, what decision was taken against this body ?

Secondly, in his reply he has said that the Government has so far constituted a working group of persons connected with the book field to study the various aspects of the subject and suggest a National Book Policy. I would like to know what are the recommendations.

**SHRI K.C. PANT :** I have said that the Council was reconstituted by the Government because earlier there was a Board which functioned from 1967 to 1974—it ceased to exist in 1974—and once again this need was felt and, therefore, it was reconstituted. The name was changed from "Board" to "Council". That is why I said that it was reconstituted by the Government.

As regards the second question about the Working Group, the decision has been taken by the Government and the Working Group is yet to be constituted by the Chairman.

**SHRI CHITTA MAHATA :** May I know whether the names of Vice-Chancellors of different universities are included in the working Group ?

**SHRI K.C. PANT :** The people included in this Council are : the Chairman of the National Book Trust ; there are other people also in their ex-officio capacity ; there are representatives of the book industry, publishers, booksellers, writers, specialists in children's books, editors ; there are university publishers and certain coopted members are also invitees. I have the names before me. I do not see the name of any Vice-Chancellor. In any case, Vice-Chancellors are Vice-Chancellors and I do not know whether he will agree to include all the Vice-Chancellors from different universities.

**SHRI PRIYA RANJAN DAS MUNSHI :** The broad policy guideline of the National Book Development Council perhaps is to publish important books on relevant matters at the cheapest possible rates. Is the hon. Minister aware of the fact that for the last five years the English version of Tagore's Gitanjali is not available in the market, in any book shop, in India or even in England? It has been the work of many scholars. It is just not available. May I know whether he will take immediate steps to see that the English version of Tagore's Gitanjali is made available in the market ?

Also, I would like to state that after four years we are going to celebrate Jawaharlal Nehru's Birth Centenary. I would like to know from the hon. Minister whether he will take special interest to see the Centenary Volume containing the works of Jawaharlal Nehru, at the cheapest possible rate, is made available in the market and that the work of publishing it is started from now itself so that in four years, time it is available in the market.

**SHRI K.C. PANT :** I have taken note of both the suggestions of the hon. Member.

**SHRI PIYUS TIRAKI :** The Central Schools are mainly reserved for Government servants and other people do not get admissions there. Our country is now having, more or less, composite population and the people of different regions, knowing different languages are living everywhere, here and there. That is also a very good trend. I would like to know from the hon. Minister whether, according to the suggestion of the hon. Prime Minister, the Central Schools will be available for different people and whether the Government will take an initiative to see that more and more Central Schools in far-flung areas, specially, in the tribal areas are opened ?

**SHRI K.C. PANT :** Sir, if you are permitting the supplementary, I will give an answer. Actually, it pertains to the previous Question. But if you like, I will give an answer.

I have already said in reply to an earlier question that some of the hon. Chief Ministers have suggested an enlarged role of the Central Schools sector in the States. So, my hon. friend's suggestion can be considered in that context.

#### Extension of Apta-Roha Railway Line

\*82. **PROF. MADHU DANDAVATE :** Will the Minister of RAILWAYS be pleased to state :

(a) whether with a view to connecting the West Coast of Maharashtra, Goa and Karnataka and providing direct link to Kerala and Tamilnadu the 61 Kilometre railway line from Apta to Roha already constructed on this route will be further extended expeditiously to complete the entire West Coast Railway Project ; and

(b) if so, when this work is likely to be undertaken ?

**THE MINISTER OF RAILWAYS (SHRI BANSI LAL) :** (a) and (b). The proposal for construction of the West Coast line from Apta on Central Railway to Mangalore on Southern Railway via Roha, Dasgaon, Ratnagiri, Madgaon, Karwar and

Udipi passing through Maharashtra, Goa and Karnataka has been under consideration.

In view of the length and cost of this proposed line, it has to be taken up in phases. The construction of the Apta-Roha (61 Kms.) new BG line is already an approved work. The Apta-Pen (20 Kms.) section has already been opened to traffic. The Pen-Nagothane (27 Kms.) section is expected to be completed by March '85.

An Engineering-cum-Traffic Survey from Mangalore to Madgaon (325 Kms.) is already in progress, with priority being accorded to the section Mangalore-Udipi (50 Kms.).

The question of taking up construction of the other sections of the proposed line will be given due consideration, depending upon availability of resources and clearance by the Planning Commission.

**PROF. MADHU DANDAVATE :** I would like to know from the hon. Minister whether he is aware of the fact that the National Transport Policy Committee appointed by the Government had recommended that whenever the new lines are to be constructed, various modes of transport should be considered, not as alternatives to each other but as complementaries to each other, so that in times of emergency and difficulties like war, the defence needs can be satisfied and one mode of transport, even if it is destroyed, the others survive and they should be applied mainly to those which are the major routes of the country.

Against this background, will the hon. Minister take note of the fact that the entire West Coast Railway which connects Maharashtra, Goa, Karnataka and gives a direct link to Tamilnadu and Kerala should be expedited ? If it is to be expedited, the necessary financial resources are to be made available.

Therefore, will the hon. Minister press the Planning Commission to give high priority to this particular route so that it can be completed in the shortest possible time ?

**SHRI BANSI LAL :** I am in entire

agreement with Prof. Madhu Dandavate. But the line from Apta to Mangalore is 910 KM and the cost of the line from Roha to Mangalore will be about Rs. 700 crores. This line was in principle agreed to by the late Prime Minister Shrimati Indira Gandhi and it was started during that time and now we will try to complete it.

**PROF. MADHU DANDAVATE :** Construction of this line, in that case, will be the best tribute to Mrs. Indira Gandhi. Please complete it as early as possible.

**SHRI BANSI LAL :** We will press the Planning Commission to give more funds to this line.

**PROF. MADHU DANDAVATE :** The hon. Minister in the last part of the Question has said that :

“An Engineering-cum-Traffic Survey from Mangalore to Madgaon (325 KM) is already in progress, with priority being accorded to the section Mangalore-Udipi (50 KM).”

Is it a fact that the general survey for the entire West Coast Railway line right from Apta up to Mangalore has already been completed ?

**SHRI BANSI LAL :** It has already been completed.

**PROF. MADHU DANDAVATE :** The general survey is already completed. Only after that, a section was permitted to be constructed from Apta to Roha.

In view of this, instead of getting entangled in engineering-cum-traffic survey, will you straightaway go ahead with the completion of the work ? Will you take note of the famous proverb :

“Where there is a will, there is a railway. Where there is no will, there is only a survey” ?

**THE MINISTER OF EDUCATION (SHRI K. C. PANT) :** Is the Professor speaking from his experience ?

**SHRI BANSI LAL :** I have taken note of that and, therefore, this was cleared.

**PROF. MADHU DANDAVATE :** Our hon. Minister for Railways is known for his thrust and dynamism. He does not get entangled in the bureaucratic formalities. That is our experience about him. This is not an empty compliment. This is a real compliment.

I would like the hon. Minister to take note of the fact that not only the three States concerned but even Tamilnadu, Kerala, Karnataka, Goa, Maharashtra, all these States and their Governments have unanimously recommended that this West Coast Railway should be undertaken.

Will the hon. Minister give due weightage to the respective recommendations of all these Governments ? Members belonging to all the parties in this House repeatedly pleaded with Mrs. Indira Gandhi that priority should be given to this.

Will the hon. Minister take note of this and complete this task ?

**SHRI BANSI LAL :** We will take note of that.

## WRITTEN ANSWERS TO QUESTIONS

[English]

### Jakhapura-Banspani Railway Line

\*83. **SHRIMATI JAYANTI PATNAIK :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Government had taken up the construction work of second and third Phases of Jakhapura-Banspani Railway line in Orissa in the Sixth Plan;

(b) if so, progress made in this regard; and

(c) if not, when the construction of second and third phases of the above rail link is expected to be taken up ?

**THE MINISTER OF RAILWAYS (SHRI BANSI LAL) :** (a) No, Sir.

(b) Does not arise.

(c) A traffic-cum-final location survey for construction of the 2nd phase of Jakhpura-Banspani rail link, i.e. between Daitari and Keonjhar is in progress. The execution of the project will depend on the results of the survey, subject to its clearance by the Planning Commission and availability of resources. The third phase will be considered only after taking a decision on second phase of the project.

[Translation]

**Norms for Opening of PHCs and Maternity and Child Welfare Centres in Seventh Plan**

\*84. SHRI HARISH RAWAT : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether there is a proposal to relax the present norms laid down for opening Primary Health Centres, and Maternity and Child Welfare Centres in hill areas in the country during the Seventh Five Year Plan ;

(b) if not, whether Government are aware that a large number of persons in hill areas in Uttar Pradesh are not still getting the necessary medical facility due to lesser number of such Primary Health Centres there on account of geographical factors ; and

(c) if so, the remedial steps being taken therefor ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) to (c). The norms for the establishment of Primary Health Centres and sub-centres in hilly and tribal areas have already been relaxed. Primary Health Centres and sub-centres also cater to Maternal and Child Health Care. However, the number of Primary Health Centres required on the basis of the relaxed norms have not yet been established. It is proposed to establish all the Primary Health Centres on the basis of the relaxed norms during the 7th Five Year Plan. This will ensure availability of health services within the easy reach of the hilly population.

[English]

**Retrenchment of Casual Workers in Eastern and South Eastern Railways**

\*85. SHRI SAIFUDDIN  
CHOUDHARY :

SHRI NARAYAN CHOUBEY :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the casual employees in the Railways especially in the Eastern and South Eastern railways are being retrenched ;

(b) the policy and procedure adopted to appoint them ; and

(c) the number of casual workers retrenched and how the Government are going to redress their grievances ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) and (c). Casual labour are engaged on railway for work of seasonal, casual or intermittent nature as also for the execution of railway projects. They are engaged and discharged in accordance with the requirements of work arising from time to time. Thus engagement of such labour when work requires their engagement and their retrenchment when work is not available, is a continuous process.

In Malda Division of Eastern Railway one lot of 392 casual labour were engaged in the last quarter of 1984 for certain works. On review of the requirements of work they were discharged in the first week of Jan. '85. In the light of representations received in this connection and in the context of the working season, to speed up the tempo of work, instructions were given to Eastern Railway to re-engage the casual labour. The Railway has taken action accordingly. Further, on the N.F. Railway about 140 casual workers were engaged for certain works in the Malda area during the last quarter of 1984. They were discharged in the first week of Jan. '85. In this case also, they have been taken back by the N.F. Railway in view of the working season and

necessity to speed up the urgent works in this area and its vicinity.

There has been no such large scale re-trenchment in the recent past on the South Eastern Railway.

(b) As stated above, casual labour are engaged for work of casual intermittent or seasonal nature and also for execution of railway projects. Generally such labour is engaged locally but where the circumstances so warrant labour from outside is also so engaged. Detailed instructions have been issued by the Ministry of Railways regarding the engagement, terms of employment, retrenchment and absorption in regular employment of casual labour.

#### Delinking of Degrees from Jobs

\*86. SHRI K.T KOSALRAM : Will the Minister of EDUCATION be pleased to state :

(a) whether Government propose to delink degrees from jobs ; if so, the steps taken in this regard ; and

(b) whether the proposal also includes selective admission to higher studies ?

THE MINISTER OF EDUCATION (SHRI K.C. PANT) : (a) and (b). In higher education, with a view to reduce pressure for expansion and promote excellence, the possibility of delinking degrees from recruitment to jobs, and introduction of entrance tests for admission to higher studies is under examination. No decision on these measures has so far been taken.

#### Non-Formal and Elementary Education

\*87. SHRIMATI MADHURI SINGH : Will the Minister of EDUCATION be pleased to state :

(a) whether it is a fact that the problem of school dropouts in several States had obstructed the spread of non-formal education and introduction of elementary level education ; and

(b) if so, the steps proposed to be taken

by Government to bring about improvement in the situation ?

THE MINISTER OF EDUCATION (SHRI K.C. PANT) : (a) High drop-out rates are obstructing the spread of elementary education in many States. Non-formal education is being developed as an alternate supportive system to formal elementary education for school dropouts and non-enrolled children.

(b) A statement is laid on the Table of the Sabha.

#### Statement

1. 'Elementary Education' has been accorded a high priority in 'Education' under the Sixth Five Year Plan. It has been included in the Minimum Needs Programme (MNP) of the Plan. It has also been included in the new Twenty Point Programme of the Government. According to the Policy Frame of the Sixth Five Year Plan, Universalisation of Elementary Education is proposed to be achieved by 1990.

2. School education, particularly elementary education, is basically the responsibility of the States and mostly managed by them. Figures for the year 1979-80 show that 59.8% of children dropout of the school system by the end of primary stage and 76.6% by the end of middle stage. Such high rates of drop out pose a serious problem in many States in achieving the goal of universal elementary education. For reducing the school dropouts in the context of universalisation of elementary education, the suggestions made to the States, include introduction of ungraded school system and no-detention policy coupled with a system of continuous assessment, till the children complete class VIII and mobilisation of community support to ensure regular attendance. States also operate incentive programmes for children of disadvantaged groups and other weaker sections. Efforts are also being made to offer context oriented education which is relevant to the needs, life situations, and environments of the children living in diverse areas of the country. This is expected to arouse the interest of children in education.

3. As the main strategy for covering out of school children, both non-starters and dropouts, a non-formal part time education system is being developed in a large way. Under a Centrally sponsored scheme of Non-formal Education for elementary age group children, Ministry of Education gives special assistance on a 50 : 50 sharing basis for running non-formal education centres to 9 educationally backward States, viz., Andhra Pradesh, Assam, Bihar, Jammu and Kashmir, Madhya Pradesh, Orissa, Rajasthan, Uttar Pradesh and West Bengal. This scheme has been liberalised from 1983-84 under which assistance on 90 : 10 sharing basis is given to these States for opening non-formal education centres exclusively for girls. Voluntary Organisations in the 9 educationally backward States are also given assistance on 100% basis for running non-formal education centres. For production of teaching-learning materials under the Non-formal Education Programme, commodity assistance in the form of paper has been given to most of the States and UTs. In the context of Universalisation of Elementary Education, Non-formal Education Programme is expected to play a bigger role in the 7th Five Year Plan, which is still under formulation.

**Special U.G.C. Scholarships for Under-Graduate Science Students**

\*88. SHRI SATYENDRA NARAYAN SINHA :

SHRI CHINTAMANI JENA :

Will the Minister of EDUCATION be pleased to state :

(a) whether the University Grants Commission has proposed a scheme of 100 special scholarships of Rs. 20.0 per month each to particularly promising students at undergraduate level in science ;

(b) if so, details of the scheme ; and

(c) if not, what other schemes U.G.C. have to promote excellence in science education ?

**THE MINISTER OF EDUCATION (SHRI K.C. PANT) :** (a) The University

Grants Commission has instituted a scheme of 100 scholarships of Rs. 200 (Rs. two hundred) per month for students in undergraduate courses in science subjects.

(b) and (c). The scholarships are offered to students who qualify in the National Talent Search Examination conducted by the National Council for Educational Research and Training (NCERT). Only those students who pursue an undergraduate course in Physical Sciences, Biological Sciences, Earth Sciences or Home Science are eligible for these scholarships.

**Metro and Circular Railways in Calcutta**

\*89. SHRI AMAR ROYPRADHAN : Will the Minister of RAILWAYS be pleased to state :

(a) what is the latest position of the construction of Metro and Circular railways in Calcutta ;

(b) the reasons for the delay in the completion of the above projects ; and

(c) whether Government propose to sanction enough funds for the completion of the said projects speedily ?

**THE MINISTER OF RAILWAYS (SHRI BANSI LAL) :** (a) Two part sections of the Metro Railway, one from Esplanade to Bhowanipur covering a length of 3.5 Kms and other from Dum Dum to Belgachia covering a length of 2.2 Kms have been opened for commercial services as a single line section. Regarding circular railway, 10 Km. length of the alignment from Prinsep Ghat to Ulta Danga has been opened for commercial services as a single line section with trains hauled by diesel locomotives.

(b) The work on both the projects is progressing according to schedule.

(c) Funds are allotted by Planning Commission depending upon the resources of the Government, which are assessed from year to year.

**Allotment of Wagons for Movement of Salt in Gujarat**

\*90. SHRI NAVIN RAVANI : Will



the Minister of RAILWAYS be pleased to state :

(a) whether the salt manufacturers of Saurashtra and Kutch region of Gujarat State are in a precarious position on account of highly inadequate and irregular supply of wagons for movement of salt from various salt producing centres to different destinations in the country due to which a large quantity of salt has been accumulated at the site ;

(b) what is the monthly requirement of wagons of salt manufacturers in Saurashtra

region ;

(c) the number of wagons supplied every month ; and

(d) what steps are being taken to allot more wagons for shifting the salt from salt fields in Gujarat ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) No, Sir. Supply/loading of salt from Saurashtra and Kutch areas was maintained at a higher level in 1984 as compared to previous two years as would be seen from the following figures :

Year	Loading (in terms of 4-wheeler wagons)		
	Broad Gauge	Metre Gauge	Total
1982	43918	33083	77001
1983	45614	29044	74658
1984	46353	31416	77769

(b) and (c). On an average, monthly requirement as per indents placed is of the order of 5331 wagons both on BG and MG system ; against this the actual loading has been 4471 wagons. The wagon requirements include an element of speculative indents during peak loading months from January to April and October to December when competitive demands for wagons exist. This would be evident from the fact that indents for 3609 wagons were cancelled in Saurashtra area alone when wagon supply was easy during the lean months May to September 1984.

(d) Following steps have also been taken to further improve loading of salt from the area :

- (i) quoting of concessional train load freight rates to encourage rake loading leading to improvement in the availability of wagons.
- (ii) continuous monitoring of salt loading by close liaison with the trade and the salt Commissioner to keep up

despatches, in particular to difficult areas like the North Eastern region, North Bihar, Chitpur, etc.

[Translation]

Issue of Rail Passes to Freedom Fighters

\*91. SHRI VIJAY KUMAR YADAV : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government had stopped issuing card passes to freedom fighters to finalise the modalities therefor ;

(b) if so, the time by which Government propose to issue card passes again to freedom fighters ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAV RAO SCINDIA) : (a) Yes, Sir.

(b) The matter is still under examination in the Ministry of Home Affairs.

[English]

**UNICEF Report re : Insufficient Nutrition, Health Care and Learning Opportunities to Children in India**

\*92. **SHRI B.V. DESAI** : Will the Minister of **SOCIAL AND WOMEN'S WELFARE** be pleased to state :

(a) whether it is a fact that less than half of 270 million children in the country have access to an essential minimum of nutrition, health-care and learning opportunities according to UNICEF Report entitled "An analysis of the situation of children in India" ;

(b) if so, whether the Indian Government have examined the said Report made by the UNICEF ; and

(c) whether any time bound programme has been drawn up to improve the condition of children in the country ?

**THE MINISTER OF STATE OF THE MINISTRY OF SOCIAL AND WOMEN'S WELFARE (SHRIMATI M. CHANDRASEKHAR)** : (a) Yes, Sir.

(b) Yes, Sir.

(c) Several programmes have been taken up : Integrated Child Development Services to provide a package of health, nutrition and educational services to pregnant women, nursing mothers and children below six years of age ; maternal and child health schemes like immunisation, prophylaxis against nutritional anaemia and prophylaxis against blindness due to Vitamin A deficiency ; and schemes to promote universalisation of elementary education.

**Ban on Indiscriminate use and Spray of Insecticide, DDT and other Drugs**

\*93. **SHRI D.L. BAITHA** : Will the Minister of **HEALTH AND FAMILY WELFARE** be pleased to state :

(a) whether it is a fact that Animal Research Institute of India, Issatnagar, U.P., after an analysis of samples collected from a number of different markets, has

stated that fish, meat and eggs available in the various Indian markets contain insecticide and other poisonous drugs above the safe limits which is injurious to human health and hazardous to community ; and

(b) whether it is also a fact that the recent Science Congress has demanded a ban on the indiscriminate use and spray of insecticide, D.D.T. and other such drugs ?

**THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI)** : (a) According to the Institute, market samples of fish, meat and eggs have not been collected and analysed by them for insecticide residues or other poisonous drugs. That Institute has also not made any statement that they contain residues above the safe limit.

(b) According to the information made available by the Ministry of Science and Technology, recommendations of the Indian Science Congress recently held at Lucknow have not been finalised.

**Opening of Rheumatic Department in AIIMS**

\*94. **SHRI UTTAM RATHOD** : Will the Minister of **HEALTH AND FAMILY WELFARE** be pleased to state :

(a) whether several Members of Parliament have submitted a memorandum to the Health Minister requesting her to open a Rheumatic Department at the All India Institute of Medical Sciences, New Delhi ; and

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

**THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI)** : (a) Several Members of Parliament had submitted a memorandum to the former Health Minister requesting him to open a full-fledged Department of Clinical Immunology and Systemic Rheumatic Diseases.

(b) The matter has been referred to the All India Institute of Medical Sciences and is under examination of the Institute.

**Nangal-Talwara Railway Line in Himachal Pradesh**

\*95. PROF. NARAIN CHAND PARASHAR : Will the Minister of RAILWAYS be pleased to state :

(a) the progress regarding construction of Nangal-Talwara Railway line in Himachal Pradesh and the target date for completing the stretch of the railway track upto Mehatpur in Una District of Himachal Pradesh ;

(b) the reasons for revising the earlier target date (June 30, 1984) and steps taken to see that the target date is not revised further ;

(c) whether any target dates for construction of this B.G. line upto (i) Una District Headquarters and (ii) Amb have been fixed ;

(d) if so, the details thereof and steps taken to ensure the completion of construction work on schedule ; and

(e) if not, whether any target dates would be fixed for the construction of the said line upto Una and Amb ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The overall progress of construction on the Nangal Dam-Amb Andaura section is 8.90%. The work is being concentrated on Rai Mehatpur section, which is expected to be completed by March, 1985.

(b) The target of June, 1984 could not be achieved due to disturbed conditions in Punjab and delay in the handing over of part of the land. The progress of this work is being closely monitored and is expected to be completed by March, 1985.

(c) No, Sir.

(d) Does not arise.

(e) Target date for completion of the line upto Una and Amb would depend on

handing over of land by the State Government and availability of resources during 7th Five Year Plan.

[Translation]

**Doubling of Nawada-Kiul and Nawada-Gaya Line**

\*96. SHRI KUNWAR RAM : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government propose to construct double line from Nawada to Kiul and Nawada to Gaya ;

(b) if so, the time by which this work is expected to be completed ; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir. There is no proposal for doubling the section Luckeesarai-Nawada-Manpur.

(b) Does not arise.

(c) The present line capacity utilisation does not warrant the doubling of this section.

[English]

**Passes and PTOs to Railway Employees**

244. SHRI AJIT KUMAR SAHA : Will the Minister of RAILWAYS be pleased to state :

(a) the scale of passes and PTOs admissible to the Railway employees in the country ; and

(b) how does this facility compare with other countries ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) The existing scale of privilege passes/PTOs admissible to Railway employees is as under :

Category of staff	Passes/PTOs admissible per year	
	Passes	PTOs
Gazetted Officers	6 sets	6 sets
Non-Gazetted Officers	(i) upto 5 years of service— 1 set	6 sets
	(ii) After completion of 5 years service—3 sets.	6 sets

(b) The scale of passes/PTOs admissible to Railway employees in some of the foreign countries is given in the statement attached. (See Cgl. Nos. 39—42)

**Over-Bridge on Level Crossing in Rayagada Town**

245. SHRI GIRIDHAR GOMANGO : Will the Minister of RAILWAYS be pleased to state :

(a) whether the South Eastern Railway authorities have communicated their intention to provide funds for construction of over-bridge on level crossing in Rayagada Town (SE Rly.) to Government of Orissa to share the cost of the proposed bridge ;

(b) if so, when it was communicated ;

(c) if not, whether Government of Orissa has agreed to share the cost and communicated the decision to the S.E. Railway authorities for inclusion of this bridge for construction during the year 1984-85; and

(d) if so, the details thereof and the decision taken by his Ministry ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) to (d). The Orissa State was requested vide South Eastern Railway's letter No. AW/ROB/RGDA dated 17.12.83 to finalize the plan and give estimate for road approaches work which are to be executed by State P.W.D. These details are still awaited from the

State Government. Question of provision of funds does not arise at this stage.

**Fly-over at Serampore Railway Level Crossing**

246. SHRI HANNAN MOLLAH : Will the Minister of RAILWAYS be pleased to state :

(a) the progress made regarding the construction of Fly-over at Serampore Railway Level Crossing above the G.T. Road ; and

(b) when the project would be completed ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) The work of pile foundations for Serampore fly-over bridge is in progress. The temporary level crossing for diverting the road traffic has been opened by the railway.

(b). The work on sub-structure of the fly-over bridge is expected to be completed by December, 1985. The erection of the girders can be taken up only after approaches are completed by the State Government. The completion of the project will depend upon the State Government's progress on the approaches.

**Memorandum from All India Loco Running Staff Association, Gangapur City**

247. SHRI ANANDA PATHAK : Will the Minister of RAILWAYS be pleased to state :

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Name of the country	Travel concession admissible to serving Railway employees per year	
	Pass No.	PTOs/No./Rate
<b>BRITISH RAILWAYS</b>		
<b>Officers and Management Staff</b>		
(i) 10 years service or more	9 sets in I Class	Unlimited No. of PTOs at 1/4th rate
(ii) Less than 10 yrs. service	6 sets in I Class	-do-
<b>Staff</b>		
(i) 10 yrs. service or more	7 sets in II Class	-do-
(ii) Less than 10 yrs. service	4 sets in II Class	-do-
<i>(Note : This includes wife and children)</i>		
<b>FRANCE</b>		
All Railway Employees	Unlimited for self	Unlimited No. at 10%
Families of employees	8 sets	Unlimited No. at half rate
<b>GERMAN FEDERAL RAILWAYS</b>		
Officers and staff at all levels	8 sets for self and 4 sets for family.	—

Duty passes cannot be used for non-duty and travel free with family.

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Written Answers

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Written Answers

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**PAKISTAN RAILWAYS**

Directly recruited Class I Officers	6 sets in ACC	6 sets in ACC
Officers promoted from ranks with pay of over Rs. 926	-do-	-do-
Officers promoted from ranks with pay of less than Rs. 926/-	6 sets in I Class	6 sets in I Class
<b>Non-Gazetted</b>		
Upto one year	—	—
with 1 to 10 yrs.' service	1 set	2 sets
with 10 to 25 yrs.' service	2 sets.	4 sets
with above 25 yrs.' service	3 sets	6 sets,

(Note : On Pakistan Railways, non-gazetted staff with pay above Rs. 480/- are entitled to I Class Pass and rest in II Class).

**SRI LANKAN RAILWAYS**

All Salaried and Pensionable employees	6 sets	—
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(a) whether he has received a Memorandum dated 18 December, 1984 from All India Loco Running Staff Association, Gangapur City (Western Railway) about administration of Western Railway, at Churchgate, Bombay; and

(b) if so, action taken in the matter?

**THE MINISTER OF RAILWAYS (SHRI BANSI LAL):** (a). Yes Sir. A memorandum dated 18.12.84 from All India Loco Running Staff Association, Gangapur City (Western Railway) has been received by Western Railway Administration at Bombay.

(b) In the said memorandum complaint has been made regarding delay in four cases of appointment on compassionate ground. The complaint has been examined. In two of these cases death of the employee concerned occurred more than 14 years back and appointment on compassionate ground is, therefore, time-barred under the rules and hence acceptance of the request for appointment involves relaxation of the rules. In the third case, appointment on compassionate ground was offered in December '83 in Group 'D' (class IV) category as the candidate did not possess the requisite qualifications for appointment in Group 'C' (class III) post. In the fourth case, the employee died in December '84 and appointment of his widow on compassionate ground has already been made.

It is also mentioned that Loco Running Staff Association is a categorywise sectional Association and is not recognised on the Railways. Recognition has been given to two All India Labour Federations, viz. All India Railwaymen's Federation and National Federation of Indian Railwaymen. Problems relating to all categories of railway employees are discussed with the two recognised Federations/Unions in periodical meetings held under Permanent Negotiating Machinery and the Joint Consultative Machinery Schemes and action is taken on the conclusions reached thereat.

#### Development of Vadinar Port in Gujarat

248. **SHRI MOHAN LAL PATEL :**

Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether the proposal to develop Vadinar Port in Gujarat as a natural harbour during the Seventh Plan has since been finalized; and

(b) if so, when the construction work is likely to be started?

**THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI):** (a) No Sir.

(b) Does not arise.

#### Providing Electronic Speed-Limiter in DTC Buses

249. **KUMARI PUSHPA DEVI :** Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether it is a fact that in spite of rising rate of accidents in Delhi and its surrounding areas the buses under Delhi Transport Corporation have not yet been provided with Electronic Speed-limiter in place of ordinary Speed Governors;

(b) whether it is also a fact many State transport undertakings within the country have derived various advantages by using the Electronic Speed-Limiter over the Governors; and

(c) if so, action proposed to be taken in line with the policy declaration of Government for proper and fast developments of electronic gadgets and equipments to use such Electronic Speed-limiter in DTC buses?

**THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI):** (a) Delhi Transport Corporation had introduced 30 Electronic Speed Governors, on trial basis, in place of the conventional mechanical governors which are in-built into the fuel injection pumps of the vehicles operating within the Union Territory, during 1983.

(b) Reports from some States indicate that Electronic Speed Governors have been found to break down often and require specialised attention from skilled mechanics who may not always be available. All States have not yet fully evaluated the relative advantages of Electronic Governors over Mechanical Governors.

(c) An additional 20 Electronic Speed Governors are proposed to be installed in buses operating on Inter-State routes of DTC. The performance and utility of these are still being evaluated by DTC.

#### Late Running of Arunachal Express

250. SHRI P. K. THUNGON : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Arunachal Express often runs late causing inconvenience to the passengers between New Bongaigaon and Murkongselek ; and

(b) if so, number of days in 1984-85 on which the train ran late and reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) Yes, Sir.

(b) In 1984-85, upto 15 January, 1985, 9 Up Arunachal Express from New Alipurduar to Murkongselek was late for 103 days and 10 Dn. Express in the reverse direction was late for 77 days out of 245 days each way. There are several reasons for loss of punctuality like failure of Mechanical equipment, Accidents and Repercussions thereof, late arrival of corresponding rake, agitation, miscreant activities, floods and breaches, rail fractures, failure of signalling gears etc.

#### Extension of Udhampur-Srinagar Railway Line

251. PROF. SAIFUDDIN SOZ : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government propose to extend railway line from Udhampur to Srinagar ; and

(b) if so, when shall the survey of the stretch be undertaken and funds allotted therefor ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) Not yet Sir.

(b) The question will be considered only after the construction of the new line to Udhampur has made substantial progress, subject to availability of resources.

[Translation]

#### Demand for Railway Coach Factories in Bihar

252. SHRI VIJAY KUMAR YADAV : Will the Minister of RAILWAYS be pleased to state :

(a) whether demands have been made from time to time to set up railway coach factories in Patna or elsewhere in Bihar State;

(b) if so, whether Government of Bihar have submitted any proposal in this regard ; and

(c) if so, Government's reaction thereto ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) and (b). Yes, Sir.

(c) Rail India Technical and Economic Services (RITES) had been assigned the task of preparation of a detailed Project Report and the location survey for setting up of the New Coach Factory in the Railway Sector. Recommendations for the location as received from the RITES in their Report are under study and a decision is expected to be taken on the most advantageous location for the unit based on Techno-Economic considerations.

[English]

#### Supply of filtered drinking water at Howrah Station.

253. SHRI HANNAN MOLLAH : Will the Minister of RAILWAYS be pleased to state :

(a) the fate of the scheme of supplying



filtered drinking water at Howrah Railway Station ;

(b) whether the said scheme will fulfil the daily requirement of the station ;

(c) if so, the details thereof ; and

(d) if not, the measures proposed to be taken by Government to ensure adequate supply of filtered water there.

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) to (d). A scheme for supply of filtered drinking water to Howrah Railway Complex including Howrah Railway Station has been sanctioned in 1984-85 Budget at an approximate cost of Rs. 76.63 lakhs. The scheme envisages drawal of water from Hooghly river, and its treatment through filtration plant. The detail plans of this scheme are under finalisation. When commissioned, this scheme will provide about 25 lakh gallons of filtered potable water per day. The present daily requirement of potable water of Howrah Railway Complex is of the order of 22 lakh gallons.

As an interim measure supply of potable water has been arranged at Howrah Railway Station from September '84 for restricted hours at important points such as waiting hall, retiring rooms, water coolers and catering units etc.

#### Chata-Pathar fly-over at Asansol

254. SHRI HANNAN MOLLAH : Will the Minister of RAILWAYS be pleased to state :

(a) the time to be taken to complete construction of the Chata-Pathar Fly-over at Asansol and the present position of the said fly-over ; and

(b) reasons for the delay in the completion of the Project ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) Chata-Pathar fly-over is expected to be completed by June, 1985. The abutments at both the ends have been completed. The work on girders is in progress.

(b) There has been a minor delay due to using pre-cast girders instead of cast-in-situ girders to avoid detentions to rail traffic on this busy electrified route.

#### Introduction of a train between Rourkela and Calcutta

255. SHRI CHINTAMANI JENA : Will the Minister of RAILWAYS be pleased to state :

(a) whether a large number of people travel daily from Rourkela particularly towards Calcutta and people at Rourkela are facing great difficulties in getting accommodation both in reserved and unreserved coaches ;

(b) if so, whether there is a great demand to start one more train between Rourkela and Calcutta ; and

(c) if so, what steps are being taken by Government in this regard ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) to (c). The existing traffic between Rourkela and Howrah is being satisfactorily catered to by 2 pairs of short distance Express trains and four pairs of long distance mail/express trains. In fact, the utilisation of quota of reserved accommodation allotted to Rourkela by 6 Dn Sambalpur Express and 12 Dn Ispat Express is less than 100% in II Class, while there is a marginal waiting for I Class. The existing level of traffic does not, therefore, justify an additional train between Rourkela and Howrah.

#### Fly-over at Liluah Railway level crossing

256. SHRI SAIFUDDIN CHOWDHURY : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are considering to construct a fly-over at the Liluah Railway level crossing for which several representations were made from different corners ;

(b) if so, when and the details thereof ; and

(c) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) and (b). A proposal for construction of a road over bridge in replacement of existing level crossing No. 1/1—A at Luluah is under the joint examination of the State Government and the Railways. A suitable alignment plan for the approaches to the proposed road over bridge is yet to be finalized by the State PWD. Proposal will be considered for inclusion in the Railways Future Works Programme as and when it is finalized, subject to the availability of funds.

(c) Does not arise.

**Behrampur-Bilaspur-Mandi/Rampur B.G. Railway Line**

257. PROF. NARAIN CHAND PARASHAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Northern Railway has undertaken and completed the preliminary survey for a B.G. Railway Line between Behrampur in Punjab and Bilaspur-Mandi/Rampur in Himachal Pradesh as deposit work at the cost of the Himachal Pradesh Government ;

(b) if so, whether the survey report has since been submitted to the State Government and the findings thereof ; and

(c) whether Government would include this work in the Seventh Five Year Plan of the Northern Railway in view of the importance of this railway line for industrial development of Himachal Pradesh ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) The Survey is in progress.

(b) No, Sir.

(c) The question of taking up this work can be considered only after completion of the Survey, and scrutiny of the Survey Report, in consultation with the Planning

Commission, subject to availability of resources.

**Proposals for Construction of New National Highways during Seventh Plan**

258. PROF. NARAIN CHAND PARASHAR : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether any specific proposals have been received from the State Governments for the construction of new National Highways in the Seventh Five Year Plan ;

(b) if so, the details thereof, State-wise, and the names of the proposals which have since been accepted and sanctioned along-with estimated cost in each case ; and

(c) whether any priority has been given to the hilly States/regions in view of the absence of any significant network of railways in them ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) to (c). The Seventh Five Year Plan has not been finalised yet. As soon as the Plan is finalised all the State Governments will be requested to furnish proposals for inclusion of new roads in the National Highway system. A decision thereon will be taken keeping in view the availability of funds and the criteria laid down for considering roads for inclusion in the National Highway system which *inter-alia* include provisions for opening of backward and hilly areas.

**Retirement Age for Vice-Chancellors and University and College Teachers**

259. PROF. NARAIN CHAND PARASHAR : Will the Minister of EDUCATION be pleased to state :

(a) whether Government have accepted in principle the age of 65 years as the age of retirement for Vice-Chancellors and University and college teachers and there are no exceptions to this rule except as ad-hoc arrangements for brief periods ;

(b) if so, whether there are any Vice-Chancellors in any one of the Indian Universities who have crossed this age limit and are continuing on regular basis ; and

(c) if so, the particulars thereof and the reasons therefor ?

**THE MINISTER OF EDUCATION (SHRI K.C. PANT)** (a) : The Government have accepted the principle that the age of retirement of Vice-Chancellors should be 65 years. A provision to this effect has been made in the Acts/Statutes of all the Central Universities, except that of the Banaras Hindu University. In the case of teachers, it was decided that the age of superannuation should be 60 years and that no extension in service should be given beyond the age of superannuation. It has however been suggested to the universities that, they could, if they so desire, re-employ distinguished teachers who had superannuated, for a limited period, but such re-employment should not be continued beyond 65 years of age.

(b) and (c), In the Central Universities, there is no Vice-Chancellor at present who has crossed the age of retirement. In the case of State Universities, provision for the age of retirement of the Vice-Chancellor has to be made in the relevant Acts/Statutes of the Universities by the State Governments concerned. Information about the provision existing in the Acts and Statutes of all the State Universities, or about the age of the existing incumbents of the Office of Vice-Chancellors in those Universities, is not available. As far as institutions deemed to be Universities are concerned, according to information available, the present Vice-Chancellors of Gurukul Kangri Viswavidyalaya, Hardwar and Sri Satya Sai Institute of Higher Learning, Prasanti Nilayam, are beyond the age of 65 years.

#### **Connecting Vadinar Port with Railway Line**

260. **SHRI MOHANLAL PATEL** : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a great demand to

connect Vadinar Port with railway line ; and

(b) if so, the action taken by Government in this direction ?

**THE MINISTER OF RAILWAYS (SHRI BANSI LAL)** : (a) Yes, Sir.

(b) The State Govt. of Gujarat have been advised that the Railway will be able to undertake the survey for the proposed line to Vadinar port at the cost of the Kandla Port Trust, if they have plans for constructing a deep water berth at Vadinar, requiring a direct B.G. link to serve the port.

#### **Delinking of Degrees and Jobs for Raising Educational Standards**

261. **SHRI CHITTA MAHATA** : Will the Minister of EDUCATION be pleased to state :

(a) whether the Chairman of the Economic Administration Reforms Commission had suggested to the Central Government regarding delinking of degrees and jobs and imposition of capitation fee on students who could afford it as remedies to raise educational standards in the country ;

(b) if so, decision taken thereon ; and

(c) if not, the reasons therefor ?

**THE MINISTER OF EDUCATION (SHRI K.C. PANT)** : (a) In March 1983, the Chairman, Economic Administration Reforms Commission had suggested that the procedures for recruitment to various organised services under the Government should be modified to relieve the pressure on the higher education system. The specific suggestion made by him was to hold an examination after the +2 stage to select candidates for appointment to various class I services, give them intensive training in subjects appropriate to the needs of public service in colleges or institutions specially set up for the purpose, and to appoint those who qualify in a final examination on the completion of the training to various ser-

vices and posts under the Government. He had also suggested that candidates who qualify in the final examination should be awarded a Bachelor's degree.

(b) and (c). As the matter concerns several agencies, especially those responsible for recruitment, these suggestions have been referred to them for consideration. No decision has been taken on it.

**Memoranda from South Central Railway Employees' Union, Vijayawada**

262. SHRI BASUDEB ACHARIA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railway Board has received two Memoranda dated 26 and 29 December, 1984 from South Central Railway Employees' Union, Vijayawada ; and

(b) if so, the details thereof and Government's reaction thereon ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) Yes, Sir.

(b) In the Memorandum dated 26.12.1984, the Union has demanded regular absorption of women casual labour working in the Engineering Department of Vijayawada Division of South Central Railway. In the second Memorandum dated 29.12.1984, the Union has demanded that instead of appointing the candidates from the panel formed in 1982, casual labour of the adjoining Vijayawada Division, numbering 1600, may be appointed against the vacancies directly in Wagon Repair Shop at Guntapalli.

As regards the first demand, women casual labour are absorbed in regular employment with reference to the length of their employment as casual labour and against regular posts for which they are found suitable.

So far as the second demand is concerned, there is no provision in extant instructions for direct adsorption by screening of casual labour in vacancies in Group D

posts in Workshops. However, the panel of 500 candidates formed for filling Group D vacancies in Guntapalli Workshop includes 290 casual labour who had applied in response to the employment notice for this recruitment. The empanelled candidates will be absorbed as and when regular vacancies arise during the currency of the panel.

It may also be mentioned that South Central Railway Employees' Union is not recognised on the Railways. Recognition has been given to two all-India labour federations, viz., All India Railwaymen's Federation and National Federation of Indian Railwaymen, who represent all categories of railway employees. The issue regarding absorption of casual labour on the Railways is continuously under discussion with the two recognised federations in periodical meetings held under the Permanent Negotiating Machinery and Joint Consultative Machinery Schemes.

[Translation]

**Primary Health Centres during Seventh Plan**

263. SHRI MOOL CHAND DAGA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have taken a decision to provide health service to every Indian by the year 2000 A.D. ; and

(b) if so, the amount of funds allocated and the number of Primary Health Centres proposed to be opened in the country for this purpose in the Seventh Five Year Plan so that this objective could be achieved and other measures being taken to provide medical facilities to all the citizens in every remote village ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) Yes, Sir.

(b) The Steering Group on Health and Family Welfare has recommended establishment of 10,250 additional Primary health centres during the Seventh Five Year Plan. The number of Primary Health Centres to

be opened and the funds to be allocated for the same has not yet been finalised.

[English]

**Compensation to Travelling Passengers**

264. SHRI MOOL CHAND DAGA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways pay compensation to passengers who die or receive grievous injury while travelling due to jolt received by them during the shunting of the train etc. ;

(b) if not, the reasons therefor ;

(c) whether Government propose to undertake liability to compensate a passenger in such cases as is provided by the Workmen's Compensation Act and Motor Vehicles Act ; and

(d) whether Government propose to redefine the term 'accident' making it wider so as to undertake liability to compensate a passenger who suffers harm resulting from the working of a Railway ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) No Sir.

(b) Section 82-A of the Indian Railways Act, 1890 specifies the liability of Railway Administration in respect of accident to train carrying passengers. Such liability to pay compensation for death, injury and loss of property of passengers is confined to an accident being either a collision between trains or derailment or other accident to a train or any part of a train carrying passengers. This liability is absolute without proof of any wrongful act, neglect or default on the part of the Railway Administration for such accident. There is, of course, no bar to enforce a claim for compensation in other cases where a wrongful act, neglect or default on the part of the Railway Administration is proved under the Law of the Land.

(c) and (d). No Sir.

**Help to Widows without Means of Livelihood**

265. SHRIMATI KISHORI SINHA : Will the Minister of SOCIAL AND WOMEN'S WELFARE be pleased to state :

(a) whether Government are aware that a large-number of women get widowed even while their children are very young and find themselves without means of livelihood ;

(b) whether her Ministry has evolved schemes to help such widows and if so, the details thereof ; and

(c) if not, the steps proposed to be taken by Government to help such unfortunate and helpless women ?

THE MINISTER OF STATE OF THE MINISTRY OF SOCIAL AND WOMEN'S WELFARE (SHRIMATI M. CHANDRASEKHAR) (a) Yes, Sir.

(b) There are no separate schemes for widows as such. However, there are certain schemes under which assistance is given for destitute women for their economic rehabilitation. Widows are also covered under these schemes. Such schemes being implemented by the Ministry are mentioned below :

(i) Under the Scheme of Assistance for setting up Women's Training Centres, destitute women are given training with the objective of rehabilitating them economically by imparting them training in skills. Assistance is also given for the dependent children of such widows.

(ii) Under the Scheme of Assistance to projects sponsored by public undertakings, corporations and autonomous organisations, assistance is given for training of women with the express purpose of providing them sustained employment. In identifying beneficiaries for this programme, widows, as a category are given preference.

(iii) Under Socio-Economic Programme of the Central Social Welfare Board, financial assistance is given for training-cum-production centres for women.

(c) The question does not arise.

**Directory of Recognised Voluntary Organisations Wishing to Donate for Social Welfare**

266. SHRIMATI KISHORI SINHA : Will the Minister of SOCIAL AND WOMEN'S WELFARE be pleased to state :

(a) whether Government intend to bring out a directory of voluntary organisations recognised by her Ministry to help intending donors to channelise their funds for social welfare through these organisations ;

(b) if not, whether any such list of voluntary organisations exists with the Ministry ; and

(c) if not, what other steps will be taken to keep a record of voluntary organisations in social welfare work ?

THE MINISTER OF STATE OF THE MINISTRY OF SOCIAL AND WOMEN'S WELFARE (SHRIMATI M. CHANDRASEKHAR) : (a) No, Sir.

(b) The Ministry has a record of the voluntary organisations which are receiving grants-in-aid from this Ministry. The Ministry also maintains a list of Indian voluntary organisations, which are recognised under bilateral agreements with some countries for the purpose of receiving donations of supplies from foreign organisations in these countries. The Central Social Welfare Board has earlier brought out directories of voluntary organisations for social welfare work in different States.

(c) Does not arise.

**Tamluk-Digha B.G. Railway Line Project**

267. SHRI CHITTA MAHATA : SHRI SATYAGOPAL MISRA :

Will the Minister of RAILWAYS be

pleased to state :

(a) whether it is a fact that Tamluk-Digha broad gauge railway line project has been cleared by the Planning Commission and the Railway Board ;

(b) if so, the details thereof and when this project would be completed ; and

(c) if not, the reasons therefor ?

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

(b) and (c). Do not arise. The Planning Commission have not agreed to the construction of this line.

**Railway accidents during 1984 and 1985**

268. SHRI CHITTA MAHATA : SHRI SATYENDRA NARAYAN SINHA : SHRI B.V. DESAI :

Will the Minister of RAILWAYS be pleased to state :

(a) the number of train derailments and accidents which took place during 1984 and in 1985 till to date ;

(b) details of the causes thereof and the steps taken to check these accidents ;

(c) whether the steps include installation of electronic devices to avert collisions ; and

(d) whether the incidence of mechanical failures has also been going up in the railways in recent days ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Break-up of train accidents on Indian Railways during 1984 and 1985, is as under :

Year	Collisions	Derailments	Level crossing accidents	Fires in trains
1984	38	652	61	21
1985 (upto 15th January)	3	29	4	—

(b) Broad causes of these accidents are given below :

**I. Human Failure**

(i) Failure of Railway staff	396
(ii) Failure of persons other than railway staff	75
	—
Total :	471
	—

**II. Equipment Failure**

(i) Mechanical	86
(ii) Track	28
(iii) Electrical	2
	—
Total :	116
	—

**III. Sabotage**

10

**IV. Combination of factors**

9

**V. Incidental**

35

**VI. Causes could not be established**

14

**VII. Causes under investigation**

153

intensive and meaningful inspection. An emergent action plan for improving safety on Railways has been initiated recently.

(ii) stringent punitive action against the staff responsible for accidents ;

(iii) provision of more technological aids like track-circuiting automatic reversal of signals after passing of a train, etc. to supplement human vigilance, in a phased manner ;

(iv) installation of Auxiliary Warning System which first gives an audio-visual warning to a Driver and if he does not heed a signal at danger eventually brings the train to a stop ;

(v) rehabilitation of rolling stock and track within resources available ;

(vi) progressive manning of unmanned level crossing where necessary and providing interlocking, lifting barriers etc. at busy manned level crossing gates.

(c) Yes, Sir.

(d) The incidence of accidents due to mechanical failures is more or less the same as in the past.

Some of the steps taken to check the train accidents are :

(i) raising the level of safety consciousness among the staff at all levels by

**New Railway Lines in Kerala**

269. PROF. P.J. KURIEN : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government of Kerala have suggested the construction of certain new railway lines in the State with a view to developing the hill districts of Kerala ;

(b) if so, the details of the lines proposed ; and

(c) the reaction of the Government thereto ?

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

(b) The construction of the following new lines have been asked for :

- (i) Cochin-Madurai.
- (ii) Kottayam-Bodinayakanur.
- (iii) Chengannur-Trivandrum.
- (iv) Kuttipuram-Guruvayor-Trichur.
- (v) Tellicherry-Mysore.

(c) *Cochin-Madurai and Kottayam-Bodinayakanur* :

A survey for conversion/construction of a B.G. line between Madurai-Bodinayakanur-Cochin is an advanced stage of progress.

**Chengannur-Trivandrum :**

Engineering-cum-Traffic Survey for doubling of B.G. line between Chengannur-Kayamkulam to Trivandrum Central is also in progress. The request for the construction of a line between Chengannur and Trivandrum *via* Pandalam, Adoor, Kottarakkara,

Ayoor, Kilimannoor, Vembayam and Nedumangadu will also be kept in view.

**Kuttipuram-Guruvayor-Trichur and Tellicherry-Mysore :**

In view of the severe constraint of resources there is no proposal to take up construction of these lines at this stage.

**Central Scheme for Rehabilitation and Training of Distressed Women**

270. SHRIMATI JAYANTI PATNAIK : Will the Minister of SOCIAL AND WOMEN'S WELFARE be pleased to state :

(a) what are the Central Schemes under implementation in different States for the rehabilitation and training of distressed women ; and

(b) the details of the allocation made and programmes implemented in Orissa under those Central Schemes in last three years ?

THE MINISTER OF STATE OF THE MINISTRY OF SOCIAL AND WOMEN'S WELFARE (SHRIMATI M. CHANDRASEKHAR) : (a) and (b). There is a Centrally Sponsored scheme known as 'Scheme of Assistance for setting up women. Training Centres, Institutes for rehabilitation of Women in Distress', State/Union-Territory-wise allocations are not made under the scheme. Grants are given on the basis of applications received from the voluntary organisations. Details of the programme implemented in Orissa during the last three years are given below :

Sl. No.	Year	Number of Courses sanctioned	Number of Women to be trained	Amount released to State Govt. of Orissa, as Central Govt.'s share of 45%
1.	1981-82	2	60	Rs. 40,535
2.	1982-83	4	120	Rs. 66,420
3.	1983-84	—	—	—



[Translation]

**Central School in Almora (U.P.)**

271. SHRI HARISH RAWAT : Will the Minister of EDUCATION be pleased to state :

(a) whether there is a proposal to open a Kendriya Vidyalaya (Central School) in Almora town in Uttar Pradesh ; and

(b) if so, whether he is aware that the Kendriya Vidyalaya Sangathan (Central Schools Organisation) is delaying opening of a Kendriya Vidyalaya there despite the fact that the local administration has made an offer to provide land and building therefor ?

THE MINISTER OF EDUCATION (SHRI K.C. PANT) : (a) and (b). Proposals for opening new Kendriya Vidyalayas are considered by the Kendriya Vidyalaya Sangathan when sponsored by an appropriate sponsoring authority in accordance with the prescribed guidelines. However, a new Kendriya Vidyalaya can be opened only when the sponsoring authority is able to provide physical facilities like land, temporary accommodation to house the classes, etc., as per requirements of the Sangathan.

A proposal was received by the Kendriya Vidyalaya Sangathan in June, 1974, from the Government of Uttar Pradesh for opening a Kendriya Vidyalaya at Almora. However, the proposal could not make any headway as the requirement of providing temporary accommodation for housing the classes was not met by the State Government.

**Survey for Tanakpur Ghat Bageshwar Railway Line**

272. SHRI HARISH RAWAT : Will the Minister of RAILWAYS be pleased to state :

(a) whether orders for survey for a new railway line from Tanakpur to Ghat Bageshwar have been issued ; and

(b) if so, the time by which this survey work is likely to start ?

THE MINISTER OF STATE IN THE

MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir.

(b) The survey will be taken up by North Eastern Railway soon after surveys already in hand are completed by them.

[English]

**Conversion of Nadiad-Kapadvanj Railway Line**

273. SHRI AMARSINH RATHAWA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have sanctioned the project to convert Nadiad-Kapadvanj N.G. Rail line into B.G. and its extension upto Modasa in Gujarat ;

(b) if so, when the said sanction was granted ; and

(c) the latest position in regard to the completion of the said project ?

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

(b) The project was approved in 1977-78 Budget.

(c) The upto date progress is about 8%. Due to meagre availability of funds it has not been possible to accelerate its progress. No target date has been fixed for this work in view of the severe constraint of resources.

**Scheme for Welfare of Poor and Helpless Widows in Old Age**

274. SHRIMATI MADHURI SINGH : Will the Minister of SOCIAL AND WOMEN'S WELFARE be pleased to state :

(a) whether poor and helpless widows in old age suffer due to neglect of the society ; and

(b) if so, details of schemes Union Government propose to introduce for the welfare and happiness of the old widows in the country ?

THE MINISTER OF STATE OF THE MINISTRY OF SOCIAL AND WOMEN'S WELFARE (SHRIMATI MARAGATHAM CHANDRASEKHAR) : (a) Generally elderly people including old widows are taken care of by the family. For the destitute old, almost all States/ Union Territories provide old age pension. State Governments and voluntary organisations provide some services for the elderly who do not have supporting family members.

(b) There is no scheme under the Central Government for the destitute old.

#### Work at Paradip Port Docks

275. SHRI SATYENDRA NARAYAN SINHA : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether working of major ports had improved following the last wage agreement of dock workers ;

(b) if not, the reasons therefor ;

(c) whether work at the docks of Paradip Port is at standstill ; and

(d) if so, the reasons thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) :

(a) and (b). The wage settlement was signed on 11 April, 1984. The progressive increase in the total traffic handled by the major ports has continued during the period April to December, 1984. As compared to the traffic handled in the corresponding period of 1983 i.e. 73.9 million tonnes it has increased to 76.9 million tonnes.

(c) At present operations at Paradip Port are normal.

(d) Does not arise.

#### Circular Railway in Ahmedabad City

276. SHRI NAVIN RAVANI : Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to construct circular railway in Ahmedabad city ;

(b) if so, the progress made in this regard so far ; and

(c) when it is likely to start ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No Sir.

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

#### [Translation]

#### Over-Bridges at Rajendra Nagar, Yarpur and Chitkohra in Patna

277. SHRI VIJAY KUMAR YADAV : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have decided to construct Pakka four lane over-bridges at Rajendra Nagar, Yarpur and Chitkohra in Patna with a view to solve the serious problem of traffic congestion ;

(b) if so, the present stage of construction of these bridges ;

(c) the reasons for delay in their construction ; and

(d) the time by which the Government propose to complete their construction ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Construction of 4 lane road over bridge at Rajendra Nagar, 2 lane bridge at Yarpur and 2 lane bridge at Chitkohra in Patna in replacement of existing level crossings to solve traffic problem have been sanctioned.

(b) The Railway is constructing the main bridge across the railway tracks and approaches are to be constructed by State PWD. The present progress for the railway's portion of work is as under :

Rajendra Nagar Road Over Bridge	:	53%
Yarpur Road Over Bridge	:	33%
Chitkohra Road Over Bridge	:	25%

The State PWD has so far started work on the approaches of Rajendra Nagar Road Over Bridge only.

(c) There was some initial delay in starting the work at Rajendra Nagar and Yarpur Road Over Bridges because it involved shifting of cables, P & T lines, high tension lines, etc. At Chitkohra Road Over Bridge, the existing level crossings had to be closed after widening of the adjoining level crossing for diversion of road traffic.

(d) The railways portion of work for these Road Over Bridges is expected to be completed as under :

Rajendra Nagar Road Over Bridge	:	31.3.1986
Yarpur Road Over Bridge	:	30.6.1986
Chitkohra Road Over Bridge	:	31.12.1986

[English]

#### Educationally Backward States

278. SHRI CHINTAMANI JENA : Will the Minister of EDUCATION be pleased to state :

(a) the States which are most backward in regard to the education and reasons therefor ;

(b) whether Government are aware that Orissa State is one of these States ; and

(c) if so, what special steps are being taken to improve the situation in these States particularly in Orissa ?

THE MINISTER OF EDUCATION (SHRI K.C. PANT) : (a) The nine States which have more than about 75% of all un-enrolled children in the country in the age-group 6-14 years have been identified as

educationally backward States. These States are Andhra Pradesh, Assam, Bihar, Jammu and Kashmir, Madhya Pradesh, Orissa, Rajasthan, Uttar Pradesh and West Bengal. Lack of physical facilities in schools, poverty and other socio-economic factors are the main reasons for educational backwardness of these States.

(b) Yes, Sir.

(c) Elementary Education being primarily managed by the States, the responsibility for initiating steps in this regard is that of the States themselves. However, the Central Government have taken various measures to promote elementary education in the backward States including Orissa. These include :

- (1) The Centrally Sponsored Scheme of Non-Formal Education for the elementary age group children where grants are given to the educationally backward States on 50 : 50 sharing basis.
- (2) For girls enrolment, the scheme of Non-Formal Education has been liberalised and the Central Government is giving grants on 90 : 10 sharing basis.
- (3) For appointment of lady teachers in primary schools, the Government of India is giving financial assistance on 80 : 20 sharing basis.
- (4) Award scheme for excellence in enrolment of girls in the Non-Formal Education centres has been instituted by the Govt. of India in all the nine educationally backward States including Orissa.
- (5) Orissa is one of the six States selected during Sixth Plan period, under the Educational Television programme using INSAT-1 to improve formal and non-formal education in States.
- (6) NCERT has set up a Task Force on Elementary Education in the nine educationally backward States to

review periodically the progress and implementation of education programmes.

**Increased Allocation for Social Welfare Work in States**

279. SHRI B.V. DESAI : Will the Minister of SOCIAL AND WOMEN'S WELFARE be pleased to state :

(a) whether the two-day conference of State Social Welfare Ministers and Secretaries was held recently in New Delhi ;

(b) if so, whether the Conference has recommended three-fold increase in allocations for social welfare programmes and measures to strengthen administrative machinery for implementing them ;

(c) if so, how many State Ministers and Secretaries attended the Conference and the details of the programmes that will be undertaken by the States during the current year ; and

(d) how much funds will be allotted by the Union Government to the States ?

THE MINISTER OF STATE OF THE MINISTRY OF SOCIAL AND WOMEN'S WELFARE (SHRIMATI MARAGATHAM CHANDRASEKHAR) :

(a) Yes, Sir.

(b) The Conference has recommended that atleast one percent of the public sector outlays should be earmarked for social welfare in the Seventh Plan. The strengthening of administrative machinery for implementing the social welfare programmes has also been recommended.

(c) Twenty Ministers and 21 Secretaries of various States/U.Ts. attended the Conference. The States/U.Ts. formulate their own social welfare programmes. Broadly, these relate to the welfare of children, women, the handicapped and the aged.

(d) This depends upon the budget approved by Parliament from year to year.

**Survey of Darwha-Bhokar B G. Railway Line**

280. SHRI UTTAM RATHOD : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have taken up the survey of Darwha-Pusad-Bhokar B.G. railway line ; and

(b) if so, the progress made and the time by which it will be completed ?

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

(b) The present progress is 28.42%. As per present indications, the survey is expected to be completed by December, 1985.

**Railway Reforms Committee Recommendations**

281. PROF. NARAIN CHAND PARASHAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railway Reforms Committee has since submitted its final report to Government and made specific recommendations on various aspects to Railway Administration including expansion of Railway network as also the mobilisation of resources for financing operations and the new projects ;

(b) if so, a summary of the recommendations with regard to the creation of new zones and divisions as also the criteria for sanctioning and financing the construction of new Railway lines in the forthcoming five year plans :

(c) whether any recommendations have since been accepted and implemented by Government, and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (d). So far, the Railway Reforms Committee have submitted 24 reports, covering various aspects of railway working including ex-

pansion of railway network, resource mobilisation for financing operations and new projects and creation of new zones and divisions. Five copies of each of these reports have been placed in the Parliament House Library for the convenience of the Hon. Members. So far 750 recommendations have been accepted, out of which 284 have been implemented. The recommendations cover operational, technical, managerial, economic and organisational aspects of Railway working.

[Translation]

**Routing Toofan Express via Nawadah Two Days in a Week**

282. SHRI KUNWAR RAM : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is no express train in Nawadah-Gaya-Kiul section of the Eastern Railway for the facility of passengers travelling from Nawadah to Delhi and Howrah ;

(b) if so, the reasons therefor ; and

(c) whether the Toofan Express which runs between Delhi and Howrah via Patna every day proposed to be routed via Nawadah at least for two days in a week ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir. There is no direct Express train from Nawadah, which is situated on Kiul-Gaya branch line section, to Delhi and Howrah.

(b) and (c). Long distance express trains are run taking into consideration certain factors like long distance through traffic, high track speed etc. Since Nawadah is situated on the Kiul-Gaya branch single line section where the track speed is lower and the volume of the through traffic is not sufficient to justify a full train, there is no proposal to divert 7/8 Toofan Express or introduce express trains connecting Nawadah with Howrah and Delhi.

**Provision of more Berths in Train for Nawadah from Gaya and for Howrah from Kiul**

283. SHRI KUNWAR RAM : Will the Minister of RAILWAYS be pleased to state :

(a) whether two second class sleeper berths in 191 UP Magadh Express train have been reserved for Delhi for people of Nawadah from Mughalsarai Station and two sleeper berths have been reserved for Howrah from Kiul ;

(b) if so, whether the same arrangements are considered sufficient for an area having a population of nine lakhs ;

(c) reasons for not providing two berths for Delhi from Gaya in any express train as Mughalsarai is at a considerable distance from Nawadah ; and

(d) whether Government propose to provide daily at least 10 Second Class berths and four first class berths in any express train for Nawadah from Gaya and for Howrah from Kiul ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). Yes, Sir. In addition to 2 second sleeper berths ex. Mughalsarai in Magadh Express for Delhi and 2 second sleeper berths ex. Kiul in Danapur-Howrah Express for Howrah, 2 Second sleeper berths by 10 Dn Dehradun-Howrah Express have also been provided as a quota for Nawadah passengers, ex. Gaya for Howrah.

(c) Nawadah station is situated midway on Kiul-Gaya branch line and is served by main line stations Kiul and Gaya for Journeys towards Howrah and Delhi. There are only two daily fast trains towards Delhi via Gaya viz. 1 Up Howrah-Kalka Mail and 175 Puri-New Delhi Express which are very popular with and fully patronised by through passengers.

(d) Quotas for Nawadah passengers indicated in reply to parts (a) and (b) above have been allotted after taking into consideration the overall availability of accom-

modation in the concerned trains and the traffic demands at originating and important intermediate stations. However, there is a system of periodical (bi-annual) review of quotas for intermediate stations when such quotas are adjusted in the light of the relevant factors already mentioned.

[English]

**Deteriorating Quality of Food in Railway Hotel at Puri**

284. SHRI CHINTAMANI JENA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the quality of service in railway hotel at Puri in Orissa has deteriorated sharply ;

(b) whether Government has received any complaint in this respect ; and

(c) if so, what action has been taken to improve the quality of food there ?

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

(b) Over the last four years, only one complaint had been received which referred to quality of food, crockery and linen.

(c) The quality of service at the hotel has been under constant review. Quality of food has been improved as also the crockery and the linen. A Senior Scale Officer has been posted as the Manager for the hotel to ensure high standard of service. During the last six months, 32 letters of appreciation have been received from M.Ps., M.L.As. and other dignitaries specifically commending the quality of food and service.

**New Railway Lines during Sixth Plan**

285. SHRI GIRIDHAR GOMANGO : Will the Minister of RAILWAYS be pleased to state :

(a) the names of the new railway lines taken up for construction during Sixth Plan period and investment made in those lines ;

(b) the lines taken up for survey in respect of which the techno-economic survey report had been prepared for the consideration of Government during the Sixth Plan ; and

(c) the proposals pending approval of his Ministry for doubling the lines in the country ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Statement-I is enclosed.

(b) Statement-II is enclosed.

(c) Doublings are proposed by the Railways in their respective Works Programme every year which are examined by the Ministry of Railways and decision communicated in respect of each such proposals keeping in view the availability of resources. Works approved will be included in the Budget and taken up according to allocation of funds. No proposal remains pending for decision.

**Statement-I**

*New Railway lines taken up during VI Plan*

Sl. No.	Name of Project	Likely Investment from 1.4.80 to 31.3 85
1	2	3

(Rs. in Crores)

1.	Motumari-Jaggayyapeta	5.43
2.	Bringing Old Madhavnagar on Main line (Restoration)	Nil
3.	Miraj-Sangli (Restoration)	Nil
4.	Kota-Chittorgarh-Neemuch	20.39

1	2	3	1	2
5.	Budge Budge-Namkhana including Lakshmi-Kantapur-Kulpi	Nil		survey for construction of a new BG line from Dhule to Amalner.
6.	Nangal Dam-Talwara and taking over siding from Mukerian to Talwara	4.25	2.	Preliminary Engineering-cum-Traffic survey for the construction of a new BG line from Mathura to Alwar.
7.	Jamnu Tawi-Udhampur	5.05	3.	Preliminary Engineering-cum-Traffic survey for a new BG line from Guna-Shivpuri to Gwalior and Bhind to Etawah.
8.	Chitradurg-Rayadurg	2.82		
9.	Karur-Dindigul-Maniyachi-Tuticorin/Tirunelveli	16.12	<b>Eastern Railway</b>	
10.	Telapur-Patancheru	2.87	1.	Preliminary Engineering-cum-Traffic survey for a BG line from Arrah to Sasaram.
11.	Koraput-Rayagada	32.20	2.	Reappraisal of earlier traffic survey of BG line from Dehri-On-Sone to Amjere/Banjare/Pipradih.
12.	Bhuj-Naliya	10.23	3.	Preliminary Engineering-cum-Traffic survey for a BG line from Deogarh to Dumka via Basukinath.
13.	Bhatinda Bypass	1.50	4.	Preliminary Engineering-cum-Traffic survey for a new BG line from Lalmatia to Kahalgaon.
14.	Kalka-Parwanoo	0.26	5.	Preliminary Engineering-cum-Traffic survey for a new BG link from Madhupur to Dumka.
15.	Alleppey-Kayankulam	0.51		
16.	Mathura-Alwar	0.97	<b>Northern Railway</b>	
17.	Construction of rail cum road bridge across Brahmaputra at Jogighopa alongwith BG railway line from Jogighopa to Gauhati	1.69	1.	Preliminary Engineering-cum-Traffic survey for New BG rail link from Shahganj - Sultanpur - Amethi - Garhi Manikpur (Gotni)
18.	Adilabad-Pimpalkutti	2.51	2.	Preliminary Engineering-cum-Traffic survey for the construction of a new MG line from Bilare to Bar.
19.	Eklakhi-Balurghat	3.01	3.	Reappraisal of the traffic survey and updating of the Engineering cost for the BG railway link from Nangal Dam to Talwara.
20.	Talcher-Sambalpur	1.00	4.	Reappraisal of Engineering-cum-Traffic survey from Kalka to Parwanoo.
21.	Tamluk-Digha	0.30		
	Total	111.84		

**Statement II**

*List of New Lines taken up for survey and for which report has been prepared during VI Plan*

Sl. No.	Details of Survey
1	2
<b>Central Railway</b>	
1.	<b>Preliminary Engineering-cum-Traffic</b>

1

2

5. Preliminary Engineering-cum-Traffic Survey for a new Railway line between Beas Railway Station and Goindwal Sahib.
6. Preliminary Engineering-cum-Traffic survey for a new BG line from Babatpur to Badohi.

#### North Eastern Railway

1. Preliminary Engineering-cum-Traffic Survey for a parallel BG line between Hazipur and Bachhawara.
2. Preliminary Engineering-cum-Traffic Survey for a B.G. line from Deoria-Padarauna.
3. Engineering-cum-Traffic survey for a new line from Dauram Madhepura-Shigeswar.
4. Preliminary Engineering-cum-Traffic Survey for a B G. line from Muzaffarpur to Sitamarhi.
5. Preliminary Engineering-cum-Traffic survey for Alamnagar-Aishbagh-Malhaur B.G. line with 2nd B.G. Terminal at Charbagh.

#### Northeast Frontier Railway

1. Preliminary Engineering-cum-Traffic Survey for an alternate B.G. link from Jagi Road/Gauhati to Badarpur.
2. Reappraisal of the Preliminary Engineering-cum-Traffic Survey for a M.G. line from Tipling to Itanagar.
3. Engineering-cum-Traffic Survey for a B.G. line from Eklakhi to Balurghat.
4. Survey for Preliminary investigations and economic studies for a rail cum-road bridge across Brahmaputra at Jogibhopa.

1

2

5. Preliminary Engineering-cum-Traffic Survey for M.G. rail line from Lalabazar to Vairengte.
6. Preliminary Engineering-cum-Traffic survey for an M.G. railway line from Lekhapan to Kharsong.

#### South Central Railway

1. Preliminary Engineering-cum-Traffic Survey for a new B.G. line from Patancheru to Poddapalli via Sangareddy, Medak, Akanpet, Siddipet and Karimnagar.
2. Preliminary Engineering-cum-Traffic Survey for a new B.G. line from Nandyal to Yerraguntala.
3. Preliminary Engineering-cum-Traffic Survey for a new B.G. line from Adilabad to Pimpalkutti.

#### South Eastern Railway

1. Survey for provision of rail infrastructure between Bankura and Raniganj via Mejia and for a bridge over Damodar river.
2. Preliminary Engineering-cum-Traffic Survey for Barwadih-Karonji rail link.
3. Survey for construction of a new railway line from Sambalpur-Talcher.
4. Survey for construction of a new railway line from Tamluk-Digha.
5. Final Location-cum-Engineering-cum-Traffic Survey for proposed B.G. line from Koraput to Rayagada.

#### Southern Railway

1. Updating the survey for a B.G. rail link from Kuttipuram to Trichur via Guruvayur.
2. Engineering-cum-Traffic Survey for extension of the B.G. line of Erna-



1

2

kulam-Alleppey to Kayankulam —  
Final Location Survey.

3. Preliminary Engineering-cum-Traffic Survey for a new M.G. line between Chitradurg and Rayadurg.

**Conversion of Viramgam—Okha-Porbandar  
Railway Line**

286. SHRI MOHANLAL PATEL : Will the Minister of RAILWAYS be pleased to state :

(a) the progress made in regard to the conversion of Viramgam-Okha-Porbandar Railway line from M.G. to B.G. ;

(b) when this work is likely to be completed ;

(c) what was the scheduled time fixed for completion of the said project ;

(d) what are the main reasons for delaying in the work ; and

(e) the details of the extra costs incurred on it ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (e). The entire gauge conversion work between Viramgam-Okha-Porbandar has since been completed and the section opened to traffic except for some minor residual works which are in progress. First phase of the conversion between Viramgam-Hapa was opened in June '80, while the second and final phase in April '84. This work was progressed according to the availability of resources. No firm target for its opening could be fixed due to uncertainty about availability of funds.

**Indian Oil Tanker Hit by Missiles in  
the Gulf Area**

287. DR. KRUPASINDHU BHOI : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether an oil tanker belonging to India was hit by missiles somewhere in the Gulf area recently ;

(b) if so, the details thereof ;

(c) whether the country which attacked the tanker has been identified and the matter taken up with the concerned Government ; and

(d) if so, the outcome thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) Yes, Sir.

(b) On 25.12. 1984 M.T. Kanchenjunga while en route from Ras Tanura (Saudi Arabia) to Vadinar Oil Terminal (Gulf of Kutch) was attacked by an aircraft about 15 miles South of Shah Allum Shoal. The ship suffered damages.

(c) and (d). The matter was taken up immediately with the Iranian Government through our Ambassador in Iran and with the Iranian Ambassador in New Delhi to express our deep anxiety at the attack of military planes on Indian ships in the Gulf.

The Iranian authorities have been silent regarding the allegations in the Indian and international press concerning the involvement of their military planes in the attack on our ships.

It is hoped that such wanton attacks on our ships in the Gulf will not recur in the future.

**Sex Education in School Curriculum**

288. DR. KRUPASINDHU BHOI : Will the Minister of EDUCATION be pleased to state :

(a) whether the desirability of introducing sex education in the school curriculum has been considered ;

(b) if so, the factors for and against the same and the reaction of Government there-  
to ;

(c) how far it will go in inculcating a sense of character building among students of both sexes ; and

(d) the recommendations made by the 13th annual conference of the Indian Association of Dermatologists, Venercologists and Leprologists held in Cochin recently and the reaction of Government thereto ?

**THE MINISTER [OF EDUCATION (SHRI K.C. PANT) :** (a) The question of introducing sex education in all its aspects in the school curriculum has not been considered so far. However, human reproductive biology has been introduced in biology curriculum under the ten year curriculum framework of NCERT.

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

(d) Information is being collected about the proceedings of this conference. Their recommendations and government's views thereon will be laid on the Table of the Sabha.

**Introduction of a New Shuttle Between Kharagpur and Bhadrak**

289. **SHRI CHINTAMANI JENA :** Will the Minister of RAILWAYS be pleased to state :

(a) whether the South Eastern Railway Authorities have agreed to introduce a new shuttle express train from Kharagpur (West Bengal) to Bhadrak in Orissa ;

(b) if so, reasons for not introducing it so far ;

(c) the steps being taken to introduce it immediately considering the demand of the public of the area ; and

(d) by what time it will be introduced ?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) :** (a) to (d). A pair of express trains i.e. 467 UP/468 Dn has already been introduced between Kharagpur and Bhadrak w.e.f. 1.10.1984.

12.00 hrs.

**PAPERS LAID ON THE TABLE**

[English]

**Copyright (Amendment) Rules, 1984, Annual Reports and Reviews on the working of Bal Bhawan Society (India) New Delhi for 1983-84, Maulana Azad Medical College of Technology Bhopal for 1983-84, Central Tibetan School Administration, New Delhi for 1983-84 etc. etc.**

**THE MINISTER OF EDUCATION (SHRI K.C. PANT) :** I beg to lay on the Table—

(1) A copy of the Copyright (Amendment) Rules, 1984 (Hindi and English versions) published in Notification No. G.S.R. 602 (E) in Gazette of India dated the 10th August, 1984, under sub-section (3) of section 78 of the Copyright Act, 1957. [Placed in Library. See. No. LT-173/85]

(2) (i) A copy of the Annual Report (Hindi and English versions) of Bal Bhawan Society (India), New Delhi, for the year 1983-84, along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Bal Bhawan Society (India), New Delhi, for the year 1983-84.

(3) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above. [Placed in Library. See. No. LT-174/85].

(4) (i) A copy of the Annual Report (Hindi and English versions) of the Maulana Azad College of Technology, Bhopal, for the year 1983-84.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Maulana Azad College of Technology, Bhopal, for the year 1983-84. [Placed in Library. See. No. LT-175/85].

(5) (i) A copy of the Annual Report (Hindi and English versions) of the

Central Tibetan Schools Administration, New Delhi, for the year 1983-84 along with Accounts and the Audit Report thereon.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Central Tibetan Schools Administration, New Delhi, for the year 1983-84.

(6) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above. [Placed in Library. *See*. No. LT-176/85].

(7) (i) A copy of the Annual Report (Hindi and English versions) of the National Council of Educational Research and Training, New Delhi, for the year 1983-84.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the National Council of Educational Research and Training, New Delhi, for the year 1983-84.

(8) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above. [Placed in Library. *See*. No. LT-177/85].

(9) (i) A copy of the Annual Report (Hindi and English versions) of the Kendriya Vidyalaya Sangathan, New Delhi, for the year 1983-84 along with Accounts and the Audit Report thereon.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Kendriya Vidyalaya Sangathan, New Delhi, for the year 1983-84.

(10) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (9) above. [Placed in Library. *See*. No. LT-178/85].

Annual Reports and Reviews on the working of Central Research Institute for Yoga, New Delhi for 1980-81, Institute of Post Graduate Teaching and Research (Gujarat Ayurved University) Jamnagar for 1983-84, Central Council for Research in Ayurved and Siddha New Delhi for 1982-83 and Statements for delay in laying these papers, etc. etc.

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA): On behalf of Shrimati Mohsina Kidwai, I beg to lay on the Table—

(1) (i) A copy of the Annual Report (Hindi and English versions) of the Central Research Institute for Yoga, New Delhi, for the year 1980-81 along with Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Central Research Institute for Yoga, New Delhi, for the year 1980-81.

(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-179/85)

(3) (i) A copy of the Annual Report (Hindi and English versions) of the Institute of Post Graduate Teaching and Research (Gujarat Ayurved University), Jamnagar, for the year 1983-84.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Institute of Post Graduate Teaching and Research (Gujarat Ayurved University), Jamnagar, for the year 1983-84.

(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-180/85)

(5) (i) A copy of the Annual Report (Hindi and English versions) of

the Central Council for Research in Ayurveda and Siddha, New Delhi, for the year 1982-83 along with Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Central Council for Research in Ayurveda and Siddha, New Delhi, for the year 1982-83.

(Placed in library. *See* No. LT-181/85)

(6) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

(Placed in Library. *See* No. LT-181/85)

- (7) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Council of Medical Research for the year 1983-84.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Indian Council of Medical Research for the year 1983-84.

(Placed in Library. *See* No. LT-182/85)

(8) 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 Indian Medicines Pharmaceutical Corporation Limited, Mohan, District Almora, U.P. for the year 1983-84.

- (ii) Annual Report of the Indian Medicines Pharmaceutical Corporation Limited, Mohan, District Almora, U.P. for the year 1983-84 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon.

(9) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (8) above.

(Placed in Library. *See* No. LT-183/85)

**Amritsar Oil Works (Acquisition and Transfer of Undertakings) Rules 1984, Annual Reports and Reviews on the working of Central Warehousing Corporation, New Delhi for 1983-84, Modern Food Industries (India) Ltd. New Delhi for 1983-84.**

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI GHULAM NABI AZAD): On behalf of Rao Birendra Singh, I beg to lay on the Table—

(1) A copy of the Amritsar Oil Works (Acquisition and Transfer of Undertakings) Rules, 1984 (Hindi and English versions) published in Notification No. G.S.R. 878 (E) in Gazette of India dated the 22nd November, 1984, under section 27 of the Amritsar Oil Works (Acquisition and Transfer of Undertakings) Act, 1982.

(Placed in Library. *See* No. LT-184/85)

(2) A copy of the Annual Report (Hindi and English versions) of the Central Warehousing Corporation, New Delhi, for the year 1983-84 along with Audited Accounts, and the Audit Report thereon, under sub-section (11) of section 31 of the Warehousing Corporations Act, 1962.

(3) A copy of the Review (Hindi and English versions) by the Government on the working of the Central Warehousing Corporation, New Delhi, for the year 1983-84.

(Placed in Library. *See* No. LT-185/85)

(4) 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 Modern Food Industries (India) Limited, New Delhi, for the year 1983-84.

- (ii) Annual Report of the Modern Food Industries (India) Limited, New Delhi, for the year 1983-84, along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

(Placed in Library. *See* No. LT-186/85)

**Suppression of Immoral Traffic in Women and Girls (Andaman and Nicobar Islands) (Amendment) Rules 1984, Notifications under Children Act 1960, Annual Reports and Reviews on the working of Central Social Welfare Board, New Delhi for 1983-84, National Institute of Orthopaedically Handicapped, Calcutta for 1982-83 etc. etc.**

**THE MINISTER OF STATE OF THE MINISTRY OF SOCIAL AND WOMEN'S WELFARE (SHRIMATI MARAGATHAM CHANDRASEKHAR) : I beg to lay on the Table—**

(1) A copy of the Suppression of Immoral Traffic in Women and Girls (Andaman and Nicobar Islands) (Amendment) Rules, 1984 published in Notification No. 526/84/F. No. 48-22/81-TW(SW) in Andaman and Nicobar Gazette dated the 28th August, 1984, under sub-section (4) of section 23 of the Suppression of Immoral Traffic in Women and Girls Act, 1956.

(Placed in Library. See No. LT-187/85)

(2) A copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 59 of the Children Act, 1960 :

(i) The Andaman and Nicobar Islands Children (Amendment) Rules, 1984 published in Notification No. 525/84/F No. 48-38/83-TW in Andaman and Nicobar Gazette dated the 27th August, 1984.

(ii) The Andaman and Nicobar Islands Children (Management Functions and Responsibilities of Special Schools, Children's Homes, Observation Homes and Aftercare Homes) (Amendment) Rules, 1984 published in Notification No. 524/84/F. No. 48-38-TW in Andaman and Nicobar Gazette dated the 27th August, 1984.  
(Placed in Library. See No. LT-188/85)

(3) (i) A copy of the Annual Report (Hindi and English versions) of the Central Social Welfare Board, New Delhi, for the year 1983-84 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Central Social Welfare Board, New Delhi, for the year 1983-84.  
(Placed in Library. See No. LT-189/85)

(4) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute for the Orthopaedically Handicapped, Calcutta, for the year 1982-83 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the National Institute for the Orthopaedically Handicapped, Calcutta, for the year 1982-83.

(5) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (4) above.

(Placed in Library. See No. LT-190/85)

(6) (i) A copy of the Annual Report (Hindi and English versions) of the Institute for the Physically Handicapped New Delhi, for the year 1983-84 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Institute for the Physically Handicapped, New Delhi, for the year 1983-84.

(Placed in Library. See No. LT-191/85)

(7) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute for the Visually Handicapped, Dehra Dun, for the year 1983-84 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the National Institute for the Visually Handicapped, Dehra Dun, for the year 1983-84.

(Placed in Library. See No. LT-192/85)

(8) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Public Co-operation and Child Development, New Delhi, for the year 1983-84 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the National Institute of Public Co-operation and Child Development, New Delhi, for the year 1983-84.

(9) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (8) above.

[Placed in Library. See No. LT-193/85]

(10) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute for the Orthopaedically Handicapped, Calcutta, for the year 1983-84 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the National Institute for the Orthopaedically Handicapped, Calcutta, for the year 1983-84.

(11) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (10) above.

[Placed in Library. See No. LT-194/85]

(12) (i) A copy of the Annual Report (Hindi and English versions) of the Ali Yavar Jung National Institute for the Hearing Handicapped, Bombay, for the year 1983-84 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Ali Yavar Jung National Institute for the Hearing Handicapped, Bombay, for the year 1983-84.

[Placed in Library. See No. LT-195/85]

(13) A copy each of the following papers (Hindi and English versions) under subsection (1) of section 619A of the Companies Act, 1956 :

(i) Review by the Government on the working of the Artificial Limbs Manufacturing Corporation of India, Kanpur for the year 1983-84.

(ii) Annual Report of the Artificial Limbs Manufacturing Corporation of India, Kanpur, for the year 1983-84 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT-196/85]

**Reviews on the working of and Annual Reports of Lubrizol India Ltd, Bombay for 1983-84, IBP Company Ltd., Calcutta and its subsidiary M/s Balmer Lawrie and Co. Ltd. Calcutta for 1983-84, Engineers India Ltd., New Delhi for 1983-84 and Biecco Lawrie Ltd. Calcutta for 1983-84**

**THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA) :** I beg to lay on the Table—

(1) A copy each of the following papers (Hindi and English versions) under subsection (1) of section 619A of the Companies Act, 1956 :

(a) (i) Review by the Government on the working of the Lubrizol India Limited, Bombay, for the year 1983-84.

(ii) Annual Report of the Lubrizol India Limited, Bombay, for the year 1983-84 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT-197/85]

(b) (i) Review by the Government on the working of the IBP Company Limited, Calcutta and its subsidiary M/s. Balmer Lawrie and Company Limited, Calcutta, for the year 1983-84.

- (ii) Annual Report of the IBP Company Limited, Calcutta, and its subsidiary M/s. Balmer Lawrie and Company Limited, Calcutta, for the year 1983-84 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT-198/85]

- (c) (i) Review by the Government on the working of Engineers India Limited, New Delhi, for the year 1983-84.

- (ii) Annual Report of the Engineers India Limited, New Delhi, for the year 1983-84 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT-199/85]

- (d) (i) Review by the Government on the working of the Biecco Lawrie Limited, Calcutta, for the year 1983-84.

- (ii) Annual Report of the Biecco Lawrie Limited, Calcutta, for the year 1983-84 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT-200/85]

**Reviews on the working of and Annual Reports of Indian Telephone Industries, Bangalore for 1983-84 and Hindustan Teleprinters Ltd., Madras for 1983-84.**

**THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) :** I beg to lay on the Table a copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956 :

- (a) (i) Review by the Government on the working of the Indian Telephone Industries, Bangalore, for the year 1983-84.
- (ii) Annual Report of the Indian Telephone Industries, Bangalore,

for the year 1983-84 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT-201/85].

- (b) (i) Review by the Government on the working of the Hindustan Teleprinters Limited, Madras, for the year 1983-84.

- (ii) Annual Report of the Hindustan Teleprinters Limited, for the year 1983-84 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. L. T.-202/85].

**Ministry of Shipping and Transport (Transport Wing) Development Advisor Recruitment Rules, 1984 and Calcutta Port (Amendment) Rules, 1984. Notification under Major Port Trust Act, 1983, etc. etc.**

**THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) :** I beg to lay on the Table—

- (1) A copy of the Ministry of Shipping and Transport (Transport Wing) Development Advisor Recruitment Rules, 1984 (Hindi and English versions) published in Notification No. G.S.R. 1230 in Gazette of India dated the 8th December, 1984 issued under proviso to Article 309 of the Constitution.

[Placed in Library. See No. LT-203/85]

- (2) A copy of the Calcutta Port (Amendment) Rules, 1984 (Hindi and English versions) published in Notification No. G.S.R. 1039 in Gazette of India dated the 29th September, 1984, under section 6 (2B) of the Indian Ports Act, 1908.

[Placed in Library. See No. LT-204/85]

- (3) A copy of Notification No. G.S.R. 793 (E) (Hindi and English versions) published in Gazette of India dated the 26th November, 1984 regarding approval of the Amendments to

Madras Port Trust (Issue and Management of Port Trust Securities) Regulations, 1978, under sub-section (4) of section 124 of the Major Port Trusts Act, 1963.

[Placed in Library. See No. LT-205/85]

(4) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956 :

(a) (i) Review by the Government on the working of the Central Inland Water Transport Corporation Limited, Calcutta, for the year 1983-84.

(ii) Annual Report of the Central Inland Water Transport Corporation Limited, Calcutta, for the year 1983-84 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT-206/85].

(b) (i) Review by the Government on the working of the Dredging Corporation of India Limited, New Delhi, for the year 1983-84.

(ii) Annual Report of the Dredging Corporation of India Limited, New Delhi, for the year 1983-84 along with Audited Accounts and the Comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT-207/85]

(5) A copy each of the following papers (Hindi and English versions) under sub-section (2) of section 102 of the Major Port Trusts Act, 1963 :

(i) Annual Accounts of the Mormugao Port Trust for the year 1983-84 and the Audit Report thereon.

[Placed in Library. See No. LT-208/85]

(ii) Annual Accounts of the Bombay Port Trust for the year 1983-84 and the Audit Report thereon.

[Placed in Library. See No. LT-209/85]

(iii) Annual Accounts of the Nhava Sheva Port Trust for the year 1983-84 and the Audit Report thereon.

[Placed in Library. See No. LT-210/85]

(iv) Annual Accounts of the Tuticorin Port Trust for the year 1983-84 and the Audit Report thereon.

[Placed in Library. See No. LT-211/85]

(v) Annual Account of the Madras Port Trust for the year 1983-84 and the Audit Report thereon.

[Placed in Library. See No. LT-212/85]

(vi) Annual Accounts of the Cochin Port Trust for the year 1983-84 and the Audit Report thereon.

[Placed in Library. See No. LT-213/85]

(vii) Annual Accounts of the Visakhapatnam Port Trust for the year 1983-84 and the Audit Report thereon.

[Placed in Library. See No. LT-214/85]

(6) A copy of the Annual Administration Report (Hindi and English versions) of the Bombay Port Trust for the year 1983-84.

[Placed in Library. See No. LT-215/85]

(7) A copy of the Annual Administration Report (Hindi and English versions) of the Madras Port Trust for the year 1983-84.

[Placed in Library. See No. LT-216/85].

(8) A copy of the Annual Administration Report (Hindi and English versions) of the Kandla Port Trust for the year 1983-84.

[Placed in Library. See No. LT-217/85]

(9) A copy of the Annual Administration Report (Hindi and English versions) of Tuticorin Port Trust for the year 1983-84.

[Placed in Library. See No. LT-218/85]



(10) A copy of the Annual Administration Report (Hindi and English versions) of the Visakhapatnam Port Trust for the year 1983-84.

[Placed in Library. See No. LT-219/85]

(11) A copy of the Annual Administration Report (Hindi and English versions) of the Cochin Port Trust, for the year 1983-84.

[Placed in Library. See No. LT-220/85]

(12) A copy of the Annual Administration Report (Hindi and English versions) of the Mormugao Port Trust, for the year 1983-84.

[Placed in Library. See No. LT-221/85]

(13) (i) A copy of the Annual Report (Hindi and English versions) of the Kandla Dock Labour Board for the year 1983-84 along with Audited Accounts.

[Placed in Library. See No. LT-222/85]

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Kandla Dock Labour Board for the year 1983-84.

[Placed in Library. See No. LT-222/85]

(14) (i) A copy of the Annual Report (Hindi and English versions) of the Mormugao Dock Labour Board, for the year 1983-84 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Mormugao Dock Labour Board for the year 1983-84.

[Placed in Library. See No. LT-223/85]

(15) A copy of the Annual Accounts (Hindi and English versions) of the Pepsu Road Transport Corporation Patiala, for the year 1981-82 together with Audit Report thereon.

(16) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (15) above.

[Placed in Library. See No. LT-224/85].

(17) A statement (Hindi and English versions) explaining the reasons for not laying the Annual Report and Audited Accounts of the Indian Road Construction Corporation Limited, for the year 1983-84 within the stipulated period of the nine months after the close of the Accounting Year.

[Placed in Library. See No. LT-225/85]

**Notification under Central Excise Rules, 1944**

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI JANARDHANA POOJARY) : I beg to lay on the Table a copy each of Notification Nos. G.S.R. 24 (E) to 26 (E) (Hindi and English versions) published in Gazette of India dated the 16th January, 1984 together with an explanatory memorandum making certain amendments to Notification Nos. 274/76-CE and 275/76-CE dated the 13th November, 1976 and 30/81/CE dated the 1st March, 1981 so as to define the term 'Independent Processor' for the woollen fabrics, issued under the Central Excise Rules, 1944.

[Placed in Library. See No. LT-226/85]

**Notifications under Indian Railways Act, 1890, Reviews on and Annual Reports of Indian Railway Construction Co. Ltd. New Delhi for 1983-84 and Rail India Technical and Economic Services Ltd. New Delhi for 1983-84**

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : I beg to lay on the Table—

(1) A copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 82 J of the Indian Railways Act, 1890 :

(i) Notifications No. S.O.690 (E) (Hindi and English versions) published in Gazette of India dated the 11th September 1984 regarding Railways Accidents (Compensation) (Amendment) Rules 1984.

- (ii) **The Railway Accidents (Compensation) (Second Amendment) Rules 1984** published in Notification No.S. O.900 (E) in Gazette of India dated the 27th November, 1984.

[Placed in Library. See No. LT-227/85]

(2) A copy each of the following Notifications (Hindi and English versions) issued under section 47 of the Indian Railways Act, 1890 :

- (i) **Appointment of Railway Tourist Agent Amendment Rules, 1984** published in Notification No. S.O. 611 (E) in Gazette of India dated the 22nd August, 1984.

[Placed in Library. See No. LT-227/85].

- (ii) **The Railways (Warehousing and Wharfage) Amendment Rules, 1984**, published in Notification No. S.O. 711(E) in Gazette of India dated the 1st September, 1984.

[Paced in Library. See No. LT-227/85]

(3) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956 :

- (a) (i) **Review by the Government on the working of the Indian Railway Construction Company Limited, New Delhi, for the year 1983-84.**
- (ii) **Annual Report of the Indian Railway Construction Company Limited, New Delhi, for the year 1983-84 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon.**

[Placed in Library. See No. LT-228/85]

- (b) (i) **Review by the Government on the working of the Rail India Technical and Economic Services Limited, New Delhi, for the year 1983-84.**

- (ii) **Annual Report of the Rail India Technical and Economic Services Limited, New Delhi, for the year 1983-84 along with Audited Accounts and the comments of**

the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT-229/85]

**Notification under the Prevention of Food Adulteration Act, 1954, Annual Reports of and Review on the Working of Indian Nursing Council, 1983-84 and Dental Council of India, 1983-84.**

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : I beg to lay on the Table—

(1) A copy of the **Prevention of Food Adulteration (Second Amendment) Rules, 1984** (Hindi and English versions), published in Notification No. G.S.R. 744(E) in Gazette of India dated the 27th October, 1984, under sub-section (2) of section 23 of the Prevention of Food Adulteration Act, 1954.

[Placed in Library. See No. LT-230/85]

(2) (i) A copy of the **Annual Report (Hindi and English versions) of Indian Nursing Council for the year 1983-84 along with Audited Accounts.**

(ii) A copy of the **Review (Hindi and English versions) by the Government on the working of the Indian Nursing Council for the year 1983-84.**

[Placed in Library. See No. LT-231/85]

(3) (i) A copy of the **Annual Report (Hindi and English versions) of the Dental Council of India for the year 1983-84 along with Audited Accounts.**

(ii) A copy of the **Review (Hindi and English versions) by the Government on the working of the Dental Council of India for the year 1983-84.**

[Placed in Library. See No. LT-232/85]

12.02 hrs.

MESSAGE FROM THE PRESIDENT

[English]

MR. SPEAKER : I have to inform the House that I have received the following

message dated the 23rd January, 1985, from the President :

"I have received with great satisfaction the expression of thanks by the Members of the Lok Sabha for the Address which I delivered to both Houses of Parliament assembled together on 17th January, 1985."

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#### MESSAGES FROM RAJYA SABHA

[English]

SECRETARY-GENERAL : Sir, I have to report the following messages received from the Secretary-General of Rajya Sabha :

- (i) "In accordance with the provisions of rule 111 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the General Insurance Business (Nationalisation) Amendment Bill, 1985, which has been passed by the Rajya Sabha at its sitting held on the 23rd January, 1985."
- (ii) "In accordance with the provisions of rule 111 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the National Capital Region Planning Board Bill, 1985, which has been passed by the Rajya Sabha at its sitting held on the 23rd January, 1985."

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#### BILLS AS PASSED BY RAJYA SABHA

[English]

SECRETARY GENERAL : Sir, I lay on the Table of the House the following Bills, as passed by Rajya Sabha:

- (1) The General Insurance Business (Nationalisation) Amendment Bill, 1985.
- (2) The National Capital Region Planning Board Bill, 1985.

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12.03 hrs.

#### BUSINESS ADVISORY COMMITTEE

##### First Report

[English]

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI GHULAM NABI AZAD) : Sir, I beg to move—

"That this House do agree with the First Report of the Business Advisory Committee presented to the House on the 23rd January, 1985."

MR. SPEAKER : The question is :

"That this House do agree with the First Report of the Business Advisory Committee presented to the House on the 23rd January, 1985."

*The motion was adopted.*

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12.04 hrs.

#### CONSTITUTION (FIFTY-SECOND AMENDMENT) BILL\*

[English]

MR. SPEAKER : Mr. A. K. Sen.

PROF. MADHU DANDAVATE (Rajapur) : Sir, I rise on a point of order. My point of order is regarding the procedure of bringing this Bill before the House. I am not going into the merits of the case. Before the Bill was to be introduced, the Prime Minister had convened a meeting of the members of the Opposition Parties and also the ruling Party representatives, and we discussed threadbare the broad outline of the Bill on the basis of which the Bill would be formulated. A consensus was reached and we had also sent a copy of the consensus that was agreed upon to the Prime Minister. But today we find that the Bill that is sought to be introduced in the House makes one basic variation and deviation from what was agreed upon by all the Members who were present. For instance, it was agreed that as far as...

AN HON. MEMBER : Can he go into the merits ?

PROF. MADHU DANDAVATE : I am not going into the merits. This is only about procedure. Let the Speaker do his job. Let us protect the Speaker.

MR. SPEAKER : Professor, one thing...

PROF. MADHU DANDAVATE : Let me complete my point of order, Sir. Ruling is given after the point of order is completed. I want to point out to you one specific thing. It was decided that, if any whip is flouted and action is taken by the Party regarding action on the floor of the House, in that case it should be a disqualification. But they are extending it to what happens outside. There are certain autocratic Parties in which actions are taken based on animus against members, and they will be brought into the jurisdiction of this. I would request that the formulation of the Bill should be on the basis of the consensus that was agreed upon and then it should be brought.

MR. SPEAKER : You can have the discussion. But whatever has taken place outside the House, that is not binding on me...

PROF. MADHU DANDAVATE : It was in the Parliament House, the Prime Minister's room in the Parliament House.

SHRI ERASU AYYAPU REDDY (Kurnool) : Sir, I rise on a point of order under Direction 19B of the Directions by the Speaker, Lok Sabha, which reads :

"No Bill shall be included for introduction in the list of business for a day until after copies thereof have been made available for the use of members for at least two days before the day on which the Bill is proposed to be introduced..."

MR. SPEAKER : I have waived it ; I have given permission. Copies of the Bill have also been made available.

SHRI ERASU AYYAPU REDDY : I think I have not made my point very clear. This is a very important Bill, a Bill to amend the Constitution which has to be

taken very seriously. The Presidential Address was on the 17th...

MR. SPEAKER : There is no point of order. It is over-ruled.

SHRI ERASU AYYAPU REDDY : If we are to be taken by surprise...

MR. SPEAKER : No surprise.

SHRI ABDUL RASHID KABULI (Srinagar) : My State has also passed an anti-defection Bill as early as...

MR. SPEAKER : That does not matter here.

SHRI ABDUL RASHID KABULI : The question is that the law is in the court...

MR. SPEAKER : No, please. Not allowed. Over-ruled.

SHRI ABDUL RASHID KABULI : If the law that is being passed by the Parliament is made applicable to our State, what will happen to our law ?

MR. SPEAKER : You can raise your point later.

SHRI ABDUL RASHID KABULI : You should enlighten us, Sir.

MR. SPEAKER : You will be enlightened.

SHRI ABDUL RASHID KABULI : It is *sub judice* in our State. I would like to be enlightened.

MR. SPEAKER : Why do you persist ?... Please sit down.

SHRI ABDUL RASHID KABULI : I am not speaking against the Bill but I would like to know what will happen to the Anti-Defection Bill passed by our State

MR. SPEAKER : Please sit down. We have nothing to do with that at this juncture.

THE MINISTER OF LAW AND JUSTICE (SHRI A.K. SEN) : I beg to

move for leave to introduce a Bill further to amend the Constitution of India.

MR. SPEAKER : The question is :

"That leave be granted to introduce a Bill further to amend the Constitution of India."

*The motion was adopted.*

SHRI A.K. SEN : I introduce the Bill.

12.07 hrs.

#### MATTERS UNDER RULE 377

[*English*]

(i) **Installation of high power transmitters in Barmer, Jaisalmer, Jodhpur, Bikaner and Sriganganagar in Rajasthan**

SHRI VIRDHI CHANDER JAIN (Barmer) : It is gratifying to note that the Ministry of Information and Broadcasting has taken effective steps to expand the television net-work in the country so as to cover 70 per cent population by the end of 1984-85.

It is a virtual media revolution which will go a long way in not only educating, informing and entertaining the people but also bringing about national integration. The Ministry had expanded the T.V. through low power transmitters in the border towns of Rajasthan viz., Barmer, Jaisalmer, Jodhpur, Bikaner and Sriganganagar. These districts are very large in size and are sparsely populated. The low power transmitters have a viewing range of only 25 kms. Only 5 to 10 per cent of the population of these districts will be benefited as against the target of 70 per cent, to be covered in the country. Almost 65% of the population has already been covered.

All these districts are exposed to Pakistan T.V. signals which are very powerful. We can counter-act the Pakistani propaganda only if we considerably strengthen our media in these areas.

It is therefore requested that the Ministry of Information and Broadcasting may take immediate decision for installing high power

transmitters in Barmer, Jaisalmer, Jodhpur, Bikaner and Sriganganagar.

(ii) **Conversion of Kakinda Port into a major port**

SHRI THOTA GOPALA KRISHNA (Kakinada) : A proposal to convert Kakinada port as a major port with the assistance of the World Bank was under the consideration of the Central Government. The Prime Minister has given assurance to the people of Kakinada to undertake this project early.

This is a project which will be useful not only to the town, but also to the entire Andhra Pradesh. The people of that area are greatly agitated due to delay in undertaking this project. Early action in this regard will satisfy the people of this area.

(iii) **Need for Central assistance to drought affected people of Orissa and also for irrigation schemes**

SHRI CHINTAMANI PANIGRAHI (Bhubaneswar) : Under Rule 377, I beg to raise the following matter of urgent public importance :

Very serious drought conditions in Orissa since September, 1984 had caused large-scale crop loss in 7.83 lakh hectares in 138 blocks of the State including Bhubaneswar, Khurda and Nayagarh sub-divisions affecting and causing wide-spread misery to a population of over 55 lakhs. Earlier, the standing crops in 4.19 lakh hectares were also damaged by floods.

I urge upon the Central Government to come in a big way to the assistance of the drought-affected people of the State by assisting them with Rs 200 crores, so that the people are provided with employment, and irrigation schemes are worked out for preventing further drought conditions in areas where irrigation facilities are not available.

[*Translation*]

(iv) **Shortage of currency notes and coins of smaller denominations**

SHRIMATI PATEL RAMABEN RAMJI-BHAI MAVANI (Rajkot) : Mr. Speaker,

Sir, there has been shortage of coins and one rupee notes in the country for the past few months. Wherever you go, nobody is prepared to give you coins, whether he is a small trader or a big businessman. Everybody says that coins are not available with him because Government does not supply them. When such is the situation in cities, then the plight in small villages and rural areas can be imagined where quarrels and fracas take place on the issue of small coins. It is the poor man who is the sufferer. Women have to face difficulties in particular.

When people go to banks, they are told that the change has not been received from the Head Office and that the Reserve Bank does not supply notes of smaller denomination. Even in the Parliament House Bank, small coins or one rupee notes are not available. When Members of Parliament have to face such a situation then what would be the condition of common man.

This is happening due to the reason that hoarders and capitalists have cornered small notes and coins and now exchange sixty paise coins for one rupee. In this way they are exploiting the poor and needy people.

I, therefore, request the government that the coins and one rupee notes should be distributed by the government through co-operative stores, Nationalised Banks, Super Bazar and Government treasury. Black marketeers and hoarders should be arrested and put behind the bars. In view of the shortage, the Govt. should promulgate an ordinance to the effect that if any person is found in possession of small coins worth more than hundred rupees then the coins would be seized and he would be awarded severe punishment.

(v) **Need for directive to Cotton Corporation of India to purchase Narma Cotton in order to help farmers**

SHRI BIRBAL (Ganganagar) : Mr. Speaker, Sir, the price of Narma was about Rs 675/- per quintal in Nov. 1984 which came down to Rs. 530/- per quintal in the month of December 1984 and January, 1985. The Government should, therefore, ask C.C.I. to enter the market for purchase of 'Narma' cotton so as to

ensure fair price to the farmers for their produce.

MR. SPEAKER : Hon. Minister for Agriculture should speak to the other Minister also.

12 14 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

(vi) **Inclusion of Nishad Mallah, Rajbhar and Bind castes in the category of Scheduled Castes**

SHRI ZAINUL BASHER (Ghazi-pur) : Mr. Deputy-Speaker, Sir, people belonging to Nishad, Mallah, Rajbhar and Bind castes live in almost all the States of the country in large numbers. These people are as much economically and socially backward as persons belonging to scheduled castes and scheduled tribes. In some of the States of the country these people are included in the list of scheduled castes while in other states including Uttar Pradesh and Bihar, these people have not been included in the list of scheduled castes. Where people of these castes have not been included in the list of scheduled castes, there has been a long standing demand from these people that they should be included in the list of scheduled castes. Perhaps this matter is under the consideration of the Ministry of Home Affairs.

If these people belonging to weaker sections of the society are included in the list of scheduled castes, they will get lot of facilities and they would also get the same opportunities for progress as are available to the people of scheduled castes. I request the Minister of Home Affairs to take early action to include these castes in the list of scheduled castes in all parts of the country.

(vii) **Supply of drinking water through pipelines to Gyanpur Tehsil areas of Mirzapur Distt. (U.P.)**

SHRI UMAKANT MISHRA (Mirzapur) : Mr. Deputy-Speaker, Sir, the level of water of wells is going down rapidly and wells are drying up in Gyanpur Tehsil and adjoining areas of my Parliamentary constituency Mirzapur (U.P.). Availability of drinking water is becoming a problem in villages and towns of this area even in the

month of January. During my tour in the last week I felt that these areas have to face drinking water scarcity every year right from the month of January-February. Density of population is high in this area. There are big villages and towns in this area. Therefore, handpumps are not successful there. So I request the Government to take steps to solve the present crisis. A scheme may be formulated for supply of drinking water in the area through pipelines and implemented soon.

[English]

**(viii) Reported internal dissensions in Indian Cricket Team.**

**SHRI PRIYA RANJAN DAS MUNSHI** (Howrah) : Sir, the Indian cricket team performed a very poor show in the current test series against England due to reported dissensions in the team. The Sports Minister is requested to look into the matter and resolve the issues which are affecting the prestige of the country.

**MR. DEPUTY-SPEAKER** : Mr. Munshi, you have changed the approved text. You may please note that only the approved text will go on record.

**(ix) Security arrangement for Harijan in Andhra Pradesh to ensure free and fearless voting in the coming Assembly Elections**

**PROF. N.G. RANGA** (Guntur) : On the day of the recent General Election for Parliament and the following two or three days, the local caste people attacked local Harijans and injured many and cruelly assaulted women, destroyed Harijan houses, other properties in many Andhra Pradesh villages, notably Bandarupalem, Takkellapadu, Eluru, Pedapudi, Davuluru, Ananthavarapadu, Vijadala, Dondapadu, Garikapadu, Tammaveram, Neerukonda and Venkatapalem, in Guntur and Tenali constituencies. Many of these helpless Harijans were prevented from voting and their votes were rigged. One Harijan woman was so badly hurt that she suffered abortion. One Harijan suffered severe head wounds, another's hand was broken, many had to be hospitalised. Subsequently,

threats of lock-outs from agriculture are held out. There is extreme and urgent need for special steps to locate polling booths in or near Harijan quarters and security steps to protect Harijans and ensure free and fearless voting in forthcoming elections for Andhra Pradesh Assembly election. Enquiry into all such atrocities is urgently needed.

[Translation]

**(x) Resentment among the people for not providing jobs to one person in each of the families affected by Sing-rauli Project of N.T.P.C.**

**SHRI RAM PYARE PANIKA** (Roberts-ganj) : Mr. Deputy-Speaker, Sir, there is a great concern among the people for not providing a job to one person from each of the families uprooted because of Sing-rauli Shakti Nagar Project under N.T.P.C. and there is a problem of livelihood before displaced persons. Therefore, while drawing the attention of the Government of India towards this important problem, I demand that one person from each displaced family may be provided job.

[English]

**(xi) Central Assistance to West Bengal for accelerating the Rural Development work in the State**

**SHRI ANANDA PATHAK** (Darjeeling) : Mr. Deputy-Speaker, Sir, due to non-clearance of Central assistance for continuing and accelerating the rural developmental works in West Bengal all such works have come to a standstill since the last four months. It is high time for accelerating the developmental activities in rural areas. The beneficiaries under the I.R.D.P. and other projects used to get money from the banks on the basis of approved schemes. According to the letter written by the Chief Minister of West Bengal to the Minister for Agriculture and Rural Development, Government of India, the State Government has already deposited its share of contribution to the Banks to cover the subsidy part under these schemes, but banks are expressing their inability to provide fund for want of matching grant from the Central Government.

I, therefore, urge upon the Government to expedite the sanction of the matching

grant as early as possible so that the developmental work in rural areas may be accelerated.

[*Translation*]

(xii) Need for Constitution of Child Welfare councils in the country.

SHRIMATI MADHURI SINGH (Purnea) : Mr. Deputy Speaker, Sir, we will have to pay attention to the children of this country for the development of India and to make it self-reliant. As all of us know, hundreds of children of tender age die every year because of illness, lack of timely medical facilities and because of improper upbringing in India. Central Child Welfare Council and State Child Welfare Councils should be set up to advise Central and State governments on Children. These councils should review child welfare services and make their recommendations to concerned governments. Consultants, Doctors, Psychotherapists and other specialists should be appointed at child consultation centers. Voluntary social workers of India should cooperate in the child welfare programmes. I request the Central government immediately launch an effective programme in this regard and it should be accorded top priority. Pregnant women, and children of low income families should be given free medical aid under these child welfare councils. Keeping in view the increasing tendency of taking employment by young mothers, its necessity has increased. We could strengthen the coming generation of the country only through this measure.

[*English*]

SHRI PRIYA RANJAN DAS MUNSHI (Howrah) : Mr. Deputy-Speaker, Sir,.....\*\*

MR. DEPUTY-SPEAKER : No, please sit down. You can give that in writing. Whatever you are saying will not be recorded.

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12.24 hrs.

\*DEMANDS FOR EXCESS GRANTS  
(RAILWAYS), 1982-83

AND

\*SUPPLEMENTARY DEMAND FOR  
GRANT (RAILWAYS) 1984-85

[*English*]

MR. DEPUTY-SPEAKER : The House will now take up items No. 15 and 16 together. The time allotted for this is one hour.

Members who have given notice of cut motions may please move the same.

SHRI G.M. BANATWALLA. Sir, you have changed the procedure. Earlier, the Chair has been announcing that the Members, if they desire to move their cut motions, may send slips to the Table within 15 minutes. Now you are curtailing that time of the Members. There has, therefore, been a sudden change in the procedure. Members are at a disadvantage.

MR. DEPUTY-SPEAKER : If there are a large number of Members we do like that. If there are only a few Members, it is not the practice.

SHRI G.M. BANATWALLA (Ponnani) : It is unfair to the Members to change the procedure. You cannot change it.

MR. DEPUTY-SPEAKER : It is the usual practice.

SHRI G.M. BANATWALLA : It is not the usual practice.

MR. DEPUTY-SPEAKER : Motions moved :

"That the respective excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India to make

\*\*Not recorded.

\*Moved with the recommendation of the President.



good the excess on the respective grants during the year ended 31st day of March, 1983, in respect of the following demands entered in the second column thereof :

Demand Nos. 4, 5, 6, 10, 13 and 15."

"That the respective supplementary

sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India to defray the charges that will come in course of payment during the year ending 31st day of March, 1985, in respect of the following demands entered in the second column thereof :

Demand No. 16."

*Demands for Excess Grants (Railways), 1982-83 submitted, to the Vote of Lok Sabha*

No. of Demand	Name of Demand	Amount of Demand submitted to the Vote of the House
		Rs.
4.	Repairs and Maintenance of Permanent Way and Works	2,92,26,650
5.	Repairs and Maintenance of Motive Power	5,21,94,902
6.	Repairs and Maintenance of Carriages and Wagons	1,41,17,922
10	Operating Expenses-Fuel	12,02,72,800
13.	Provident Fund, Pension and other Retirement Benefits	22,56,85,397
15.	Dividend to General Revenues, Repayment of loan taken from General Revenues and Amortization of Overcapitalization	20,90,33,732

*Supplementary Demand for Grants (Railways), 1984-85 submitted to the Vote of Lok Sabha*

No. of Demand	Name of Demand	Amount of Demand for Grants submitted to the Vote of the House
		Rs.
16.	Assets-Acquisition, Construction and Replacement Other Expenditure	91,00,000

**SHRI SAIFUDDIN CHOWDHURY**  
(Katwa) : I beg to move :

“That the Demand for a Supplementary Grant of a sum not exceeding Rs. 91,00,000 in respect of Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.”

[Need to double the Bandel-Katwa line of Eastern Railway]. (2)

“That the Demand for a Supplementary Grant of a sum not exceeding Rs. 91,00,000 in respect of Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.”

[Need to convert the Bardwan-Katwa line of Eastern Railway into broad gauge]. (3)

**SHRI AJIT KUMAR SAHA** (Vishnupur) : I beg to move :

“That the Demand for a Supplementary Grant of a sum not exceeding Rs. 91,00,000 in respect of Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.”

[Need to convert BDR Railway into broad gauge]. (4)

**SHRI MALLAREDDY RAGUMAREDDY** (Nalgonda) : Mr. Deputy-Speaker, Sir, I am not supporting the Demands for Grants of the Railway Budget. In Andhra Pradesh, after Independence, only one new railway line has been taken up, that is the Nadikuda—Bibinagar Line. Government have not provided enough funds. The Janata Government were kind enough to provide sufficient amount. The line was completed only up to Nalgonda. After that the work has been held up for want of funds. The line from Nalgonda to Miriyalaguda was under construction. The Late Prime Minister had promised in her inaugural address that the work will be completed before to end of Sixth Plan. But an overbridge has to be built on the Krishna river and the line has to go up to Nadikuda. If Government provides sufficient amount, even today it will take nearly four years to complete the same. Whichever may be the Government at the State, I would request the hon. Railway Minister to provide

sufficient amount at least from now onwards for the completion of this work. They will reduce the distance from Madras to Hyderabad and which will help the backward district of Nalgonda. Hence, I request the hon. Minister and the Government to provide sufficient funds for the construction of the line immediately.

**MR. DEPUTY-SPEAKER** : The time allotted is one hour. I request the hon. members to be brief in their speeches.

**SHRI CHINTAMANI PANIGRAHI** (Bhubaneswar) : We request you to kindly extend the time Sir. Many members want to speak.

Hon. Deputy-Speaker, Sir, I rise to support the Demand for Supplementary Grants of the Railways presented to this House by the hon. Minister. Sir, next to Defence, the Railways are the most disciplined and well-organised public sector in our country and a vast number of devoted workers of the Railway Board and the Ministry are all trying their best to shoulder the responsibilities that have been entrusted to them in assisting in the tempo of the growth of our country under the various Plans. Sir, I am happy that the Railways have been placed in very able hands like our hon. Ministers Shri Bansi Lalji and Shri Scindiaji. We hope that whatever difficulties and shortcomings are there, they would be looked into and the Railways would further improve in their functioning.

Sir, in spite of the severe constraints on resources, the Railways by and large have developed a kind of system in which they have been assisting the transport system of this country because this is the only transport system which has got a monopoly so far as transportation of goods traffic and passengers are concerned.

In the first nine months of 1983-84, the Railways have introduced about 97 new trains, taken up new survey works, created new zones and divisions, laid new railway lines and also have undertaken various developmental works, removing the bottlenecks in different sections, for meeting to a certain extent the

result of increasing transportation of freight and passenger traffic.

Under the leadership of our Prime Minister Rajiv Ji, as the new Government has begun well in all directions, I would like to submit for the consideration of the hon. Minister some of the important, basic problems which the Railways are facing during the last many years.

To-day, if you look to the Demands for Grants placed before us, and if you analyze it you will find that there is a deficit of Rs. 378 crores, and there is a shortfall of Rs. 100 crores in railway earnings, and a shortfall of eight million in railway freight haulage, which was expected in 1984-85.

As you know, in 1984-85 the Planning Commission had initially projected the freight demand at 305 million tonnes. Then it was further reduced to 250 million tonnes. And then, the Railways finding the projections of the Planning Commission too optimistic—because it was not very realistic—further watered down the target i.e. to move 245 million tonnes. You will find that to-day it has come down perhaps to 230 million tonnes.

Though it is one of the major sectors of our economy, Railways have almost shown a kind of zero growth over the past 8 or 9 years. This problem has to be looked into, and we have to see why it has so happened. The quantity of revenue earning freight has crawled from 212 million tonnes in 1976-77 to 229 million tonnes in 1983-84; and in 1984-85, it will be about 235 million tonnes.

The passenger traffic has also remained almost static, moving from 3505 million in 1977-78 to about 3650 million in 1983-84. Similarly, if you look to the passenger kilometres also, it does not show a measure of improvement. The passenger-Kms. in 1982-83 had fallen from 226,787 million in 1982-83, to an estimated 214,934 million in that year. In 1984-85 it is estimated to be 221,964 million.

The 6th Plan target for electrification programme was 2800 Kms.; but if you look to the achievement part of it, it has come down to only 1800 Kms.

About track replacement plan now: it is very essential to replace the track. The target in the 6th Plan was to replace 14,000 kms.; but the achievement is about 9,000 kms. If you look to the operational ratio of Indian Railways—I am not going into the different zones because time is very short—these ratios have shot up to nearly 94% on an average, from 88.3% in 1982-83. If you look a little more seriously to the problems that we are facing, you will find that in the Indian Railways, we are trying our best to see that it becomes a kind of self-reliant economy. Through the planning process we are trying to implement it. If you look to the import side of the Indian Railways, you will find that during all these years the position is like this: in 1970-71 we had imported Rs. 14 crores worth of materials and equipments; in 1973-74 it was over Rs. 25 crores; in 1975-76 it was Rs. 17 crores; in 1977-78 it was Rs. 18 crores; in 1978-79 it was Rs. 13 crores.

In 1979-80, it had gone up more than Rs. 30 crores. One of the national objective is to remove regional imbalances. The Railways have to play a great part in achieving this objective. But if we analyse the total expenditure of the Railways, we will find that 45 per cent of the amount allocated for development work of the railway is mostly spent on the development of the trunk route like Calcutta-Madras-Bombay, Calcutta-Madras-Delhi, Calcutta-Delhi; and this way, if we spend 45 per cent of the entire money allocated for development of the railway only on the trunk route, then how other areas will be developed? Every State is clamouring for development, because 45 per cent is being spent on the trunk route. The more you spend the more bottleneck will arise. If we have 3 lines, we want to have 4 lines and so on. Prof. Madhu Dandavate has said that the hon. Minister is not being encircled by the bureaucratic methods. I hope he is a man

of the masses. Similarly, Mr. Madhavrao Scindia is also a man of the masses. Why should they not look into it and see that spending is also done in less developed areas. Why should they not have, after making so much investment, their own surplus so that they can meet their own expenses, so that whatever remains surplus should go to different States where they are lagging behind in development.

At the beginning of the 6th Plan, the arrears of the track renewal stood at 13,000 km. Instead of lessening it has turned out to be higher ; it is around 20,000 km. It is very unsafe to travel by Indian Railways because we have not been able to achieve the track renewal target that we had fixed because of the constraint on the resources, because we have over spent in other spheres.

If you look at the capital at charge you will find that in 1950-51 it was only Rs. 827 crores. You have a look at it from plan to plan. As on 31 3 1983, it had stood at Rs. 7251.09 crores. Because of this the railways are being over-capitalized as the capital-at charge is increasing. Unless we create our own surplus, they will go on increasing. It is being over-burdened. Secondly, the Railways will go on increasing borrowing from the general revenue. Today, the borrowing perhaps stands at Rs. 500 crores ; it was Rs. 100 crores when they started it. Therefore, the whole thing has to be reviewed seriously.

Our ticketless travelling is also increasing. In 1982, the number of persons who travelled without tickets was 2.84 lakhs ; now it has increased to 3.27 lakhs.

Many thousands of workers were retrenched in the Eastern Railway in West Bengal. The hon. Minister and the hon. Prime Minister intervened and they have been reinstated. Similarly, for Jakhpura-Daitari Rail Link, for the last 3 years, I have been bringing it to the notice of the Railway Board. About 374 workers worked for three years. They had been retrenched. They are mostly tribals, homeless and very poor. When you are employing thousands

of retrenched workers in the Eastern Railway, I appeal to the hon. Minister that these 374 retrenched tribal people should be reinstated because we are having new railway line and they can be absorbed there. The late Prime Minister, Mrs. Indira Gandhi had declared that the Railway should be included in the core sector. This declaration has not yet come. I again request the hon. Minister to look into these things because railways need more resources because it is becoming an almost sick child. Many things depend upon the improvement of the railway.

The Survey for Khurda Road Phulbani Bolangir broad gauge link was sanctioned in 1983. But the progress of the work is very slow. It should be expedited and the Railway line should be constructed as it will serve three districts of the State having tribal population.

Now, I draw your attention to one point. In 1983 in this House a mention was made and I was grateful to the Railway Minister and to our late Prime Minister, regarding a survey to be made of the Khurda Road-Phulbani-Bolangir link because it was a completely tribal area. The money for it was sanctioned in 1983, but till today the work has not progressed. This survey should be completed and work should be undertaken quickly because this line connects six districts of the State of Orissa, mostly having tribal population.

Sir, recently, the maintenance of the Neelachal Express, which is a very prestigious and super-fast train from the capital to Orissa, was shifted from Puri. Earlier it was based at Puri for its maintenance. By an order of the General Manager, South-Eastern Railway, the maintenance of this prestigious train has been amalgamated with the rake link base of Howrah-Puri link at Santara Gachi. The Railway Minister knows the problems of Santara Gachi. The result is, the maintenance of this Neelachal Express has been neglected. No proper cleaning is being done, lights are not repaired properly, and the standard of maintenance is deteriorating. I request that the *status quo* should be restored at once.

With these words I once again thank the hon. Ministers for the interest they are taking to improve the working of the Railways and I also request the hon. Minister one thing more. In Orissa, in Khurda Road Division nobody is looking to the amenities of passengers.

The stoppage of Puri-Tirupati Express in stations between Khurda Road and Balugan was withdrawn to the great inconvenience of the travelling public. No other suitable passenger train has been given in that place. We had requested the Railway Minister and other high officials to look into this. We had even requested that some new trains may be introduced. At present there is no train from 7 a.m. in the morning to 7 p.m. in the evening in this section and the passengers are being put to a lot of inconvenience. I request the Railway Minister to look into this and introduce a shuttle between Cuttack and Berhampur and to have stoppage of 37 UP. and 38 DN. at Bhusandpur Railway Station in Khurda Road Division.

**SHRI AJIT KUMAR SAHA** (Vishnupur) : My time is very limited, but I want to make a few observations. My first point is, that in 1980 when this Government came to power they assured that all casual labourers working in the Railways would be regularised. But still there are 2,20,000 casual labourers in the Railways who are not regularised. So, I request the Minister to take up this matter, because it is a serious problem and he should take more interest.

Regarding some new railway lines, I want to mention about the construction of a rail link between Rani Ganj and Bankura via Mijhia. This proposal was initiated at a time when the Geological Survey of India brought out a report that huge reserves of coal were there in the backward areas of West Bengal State. And, already a traffic-cum-engineering survey was done by the South Eastern Railway and for this the State Government have paid the money. This report was in favour of the construction of this new railway link because, not only will it be a remunerative line, but it will also be

profitable because coal can be shifted from there to the Kolaghat Thermal Project and some southern parts of India also.

There are some metre gauge and narrow gauge lines which need to be converted into broad gauge lines. There are also some narrow gauge and metre gauge lines which are still not nationalised. In this connection, I would like to say that in West Bengal, in my district there is a line, the B.D.R. Railway line that is, the Bankura-Damodar Railway line.

This line has not been nationalised. I request the Minister to nationalise this line and convert it into broad gauge. This line can be extended upto Burdwan. If this is done, the people of this area will be greatly benefited.

About 20,000 kms. of track is in a very bad condition. And because of this, frequent accidents take place and the trains run late. I would request the Minister to look into this matter and do something like replacing of the age-old track on an urgent basis.

Our former Railway Minister, Mr. Ghani Khan Chaudhuri, laid the foundation stone of Tamluk-Digha railway line as an election propaganda just before the elections. But the fact is that the Planning Commission has not yet approved of this railway line. I request the Railway Minister to take up this railway line early.

Our comrade, late Jyotirmoy Bosu, fought throughout his life for a railway line from Budge Budge to Namkhana. But that has not yet been considered. This proposal for a railway line is in the backward area of Sunderbans. In February, 1982 the then Planning Minister assured us that this would be done. But up till now the Planning Commission has not approved of this line. Rather they have dropped the project. This is very unfortunate. I would request the Minister to take up the proposal of this railway line.

There is another railway line in a very backward district of Purulia i.e. Purulia-Kotsilla railway line. The estimated cost of

this project is Rs. 6 crores. Shri Kedar Pandey, the then Railway Minister, assured us on the Floor of the House that this would be considered within six months. But still the Planning Commission has not done anything in the matter. I would request the Minister to take up this railway line on an urgent basis.

Modernisation of Bandel-Katwa section of the Eastern Railway may be taken up on a priority basis. A large number of people commute from this area to Calcutta. But the number of trains running in this area, is very less. I would request the Minister to increase the number of trains in this area so that the commuters can get a great relief.

In 1972, Mrs. Indira Gandhi, our late Prime Minister, laid the foundation stone of Howrah-Amra Railway Line. Already several years have passed. But only 8 to 10 kms of railway line has been constructed. I would request the Minister to complete this railway line on a priority basis. I would also request him to provide some more money in the coming Budget.

The former Railway Minister introduced a train in our area called Neelanchal Express. But, Sir the section between Midnapore and Adra, which is only a few kilometres, has not been electrified. For the Mail or Express trains, the platforms are also not properly constructed. So, I request the hon. Minister to look into this matter also and do the needful.

[Translation]

SHRI BALKAVI BAIRAGI (Mandsaur) :  
Mr. Deputy-Speaker, Sir, I support the demands submitted in the supplementary budget of the Railways. We are enthusiastically seeing for the first time after independence that we have got a result-oriented Prime Minister and similarly, Ministers in the Railway Department, whether they are Bansilalji or Madhava Rao Ji, are result-oriented. Wherever work has been assigned to them they have shown good results. The demand submitted by such Ministers should be passed and supported in the House. While supporting the demands, I want to

draw the attention of Railway Ministry to a very important matter. Attention should be paid to provide more facilities to the passengers in the trains. The new Ministry is no doubt paying attention, but it should be intensified. But I shall invite the attention of Railway Ministry to an important matter, i.e., safety.

When we travel by trains, we come across two types of protection forces there—one is G.R.P. and the other is R.P.F. We feel that the policemen are travelling in trains with arms and in uniform but life of the common man is not safe. Several times troubles occur. When we go into its roots, we find that the division of work between G.R.P. and R.P.F. is not proper. R.P.F. personnel have no powers. The only distinction between them and us is that of uniform and arms. If any person has got a licensed gun he can also behave like an R.P.F. personnel and there is no distinction between R.P.F. personnel and a citizen. My first submission is that as the R.P.F. personnel have no powers, the crimes are committed under their very nose and they remain helpless spectators. So powers should be given to them.

The second force is G.R.P. which belongs to State Govt. and the expenditure thereon is also met by the State Governments. The statutory powers enjoyed by G.R.P. are not available to R.P.F. This anomaly should be removed. I want to draw the attention of Railway ministry to this fact that if there is need to amend the Constitution for this purpose we should amend it. G.R.P. function under State Government and R.P.F. function under Central Government. If this anomaly is not removed, crimes will go on increasing day by day and people will accuse those who have no powers and those who have powers may not be able to exercise them. This is my suggestion.

It is my submission to both the Ministers that the practice of chain pulling is increasing day by day in our country. The passengers pull the chain but it is the Railway department which is blamed. In fact there is no fault on the part of the Railway Department because the Railway personnel do not

pull the chain. You should make some arrangements in this regard. Responsibility lies with us also who have been elected to this House. This practice is increasing in our country. The people pull the chain and stop even the super fast trains wherever they like and our staff remain helpless. The people waiting at the next station blame the Government for it. I think there is no fault of the Government in this matter.

I am happy that the government has started a monitoring system in the room of Madhava Rao Ji and from the chart installed there we can know the reasons of late running or suspension of trains.

This monitoring is a good beginning but, we have great expectations from Bansi Lal Ji. When Bansilal Ji touched the soil of Haryana, he brought about a metamorphosis which brought him glory.

Government should review the policy of running trains twice or thrice a week and; nstead should run daily trains because the number of passengers has increased and it has become our habit to travel by train instead of by bus even for a distance of

20-25 kms. I know the panacity of coaches may come in the way but if it is decided as a matter of principle, it can be done. No train has been introduced between Ajmer and Khandwa after independence. Meenakshi runs twice a week. We keep on waiting for Meenakshi for the rest of the week. I want that it should run regularly I want to make two more requests. Previously, we got reservation in the First class upto Delhi in the train which started from Khandwa, Coach was also available which was connected with Chetak Express at Chittor. The government have taken some strange steps during these 3 or 4 years. Now we do not get accommodation in Chetak Express from Neemuch. I want that the first class bogie which used to be attached previously should be continued so that a passenger who starts his journey from Khandwa, may reach his destination.

Mr. Deputy-Speaker, Sir we travel on metre gauge line. We want the protection of the government. On the one hand the speed is less and on the other hand our gauge is metre gauge. If no protection is provided, we will be placed in a difficult position. On the one hand our people have reached moon, Rohini is orbiting round the earth, Rakesh Sharma is talking from the space. On the other hand, it takes hours to travel a distance of 10 or 12 kms. by a metre gauge line. I request that some fast trains should be introduced on this gauge.

I want to give you an example of broad gauge. Previously the Deluxe train from Bombay to Delhi used to stop at Shyamgarh, but how it does not stop there. Mr. Deputy-Speaker, Sir, this is the only instance in the country where a train has no stoppage at a city with a population of 40 lakhs. It starts from Kota and the next halt is Nagda. The city with the population of 40 Lakhs is ignored. At least we should not be so neglected as not have a glimpse of a train. I do promise that you will get passengers there. This train should stop at Shyamgarh also.

I want to say one more important thing to Hon. Bansi Lal ji. Bansi Lalji is a farmer and he is fully aware of the problems of the farmers. It is hoped that he will certainly solve this problem, otherwise this Govt. or the Railway Deptt. will earn a bad name in our constituency. You have constructed Railway level crossings where Chains are provided, within the result that our fields remain on one side and our bullocks, houses and threshing places on the other side. If we want to cross over to the other side we have to look for your man for about 6-7 hours. If your man reaches by chance in sober mood in the evening then it is all right, otherwise he is usually not available throughout the night. We are farmers. In case your man takes one peg or so in the evening he becomes a lord. Our fields are on the one side and the crops on the other ; our threshing place is on the one side and the farmers live on the other side.

I want to mention three or four names. One is Bottleganj, and there is a station

Sindhpan. Seventy five percent of our population and their crops is on the one side and your guards do not allow us to come. Same is the problem of Nayagaon Neemuch. The same problem is there in Bhaiana near Jawara also. Hon. Chaudhary Saheb, through you I would request the State Minister, Scindia Saheb, to visit our place for a day. In the last four or five years a crossing has been converted into a station. But there are fifty to sixty such villages. They is the Kachnara Station on metre gauge. People of about sixty villages around that Station have been deprived of the facilities of boarding the train. Therefore, kindly reopen the Kachnara Station and the crossing Station may please again be converted into crossing. Please oblige the people of Kachnara again so that they may be provided the facilities of boarding the train from there.

Locoshed of Neemuch is being shifted somewhere else. This is cruelty on your part. Neemuch is viable in every respect. Therefore please do not shift that Loco-shed.

I will take one minute more. I am thankful to you for starting work on Kota—Neemuch broad-gauge line. I am thankful and grateful to the government and specially to Indiraji that they have accepted our demand of broad gauge line from Kota to Neemuch. Work on broad gauge line has been started from Kota. I want to request Chaudhary Saheb and Scindia Saheb that this work may also be started from Neemuch so that the people of both sides may get equal opportunity of employment. Work may be started from this side also so that it could be expedited.

One more thing. You have extended the 'Pink City Express' upto Chittor. If the same is extended upto Ratlam, timings will not be affected, but number of passengers would increase and Ratlam will be connected with Delhi by broad gauge and metre gauge lines. We could then reach Delhi from either route within 14 hours.

My second dream—which may be the dream of my area also—is that it may be accepted as a matter of policy that

every metre gauge section between Ajmer and Khandwa will be converted into broad gauge line. If you do not accept this proposal then for how long shall we wait for the next Government. We have been told that this Government is result-oriented. But if you do not start the work then how will you achieve the results ?

I hope that you will consider our request. With these words I am thankful to you for giving me time to speak and I hope that the Railway Department will consider our suggestions.

Thank you very much.

[*English*]

MR. DEPUTY-SPEAKER : Now, we adjourn for Lunch. We will meet at 2.00 p.m.

13.02 hrs.

*The Lok Sabha adjourned for Lunch till  
fourteen of the clock.*

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*The Lok Sabha re-assembled after Lunch  
at Fourteen of the clock.*

[MR. DEPUTY-SPEAKER *in the Chair*]

DEMANDS FOR EXCESS GRANTS  
(RAILWAYS) 1982-83

AND

SUPPLEMENTARY DEMAND FOR  
GRANT (RAILWAYS) 1984-85—*Contd.*

[*English*]

MR. DEPUTY-SPEAKER : We continue with the Discussion and Voting on the Demands for Excess Grants (Railways) and the Supplementary Demand, for Grant (Railways).

The time allotted is only 1 hour. We have already taken 45 minutes. Therefore, I would request the members who are speaking to be brief and try to finish within 5 minutes each. The time left is only about half an hour.

SHRI AMAR ROYPRADHAN (Cooch Behar). Sir, I would request you to extend the time on this. All members, whether on this side or on that side of the House, are



very much interested to say something about their constituencies.

MR. DEPUTY-SPEAKER ; Time allotted is 1 hour. We have already taken 45 minutes. We can have half an hour more. Already, the time is extended by 15 minutes.

Shri S. Thangaraju.

[*Translation*]

\*SHRI S. THANGARAJU (Perambalur) : Hon. Mr. Deputy-Speaker, Sir, I am grateful to you for giving me this opportunity to say a few words in Tamil on the Supplementary Demands for Grants of the Railways on behalf of my party, the All India Anna D.M.K.

At the outset I would say that Railway development is the essential prerequisite for economic growth. It cannot be controverted that Railway growth has not been on an even keel throughout the country. There is patent imbalance from region to region. In some areas it is all Broadgauge track and in some areas it is all Metregauge track. For instance, in Tamil Nadu area of Southern Railways, the extent of broadgauge track is just 20% and the remaining track is all broadgauge. Even after 37 years of independence, Tamilnadu has got just broadgauge track to the extent of 20% only. Naturally the industrial development of the State is being jeopardised. There is inordinate delay in the transshipment of goods from metre-gauge, to broadgauge besides heavy losses in such transshipment. This impedes rapid industrial growth.

In 1981 the Railway Ministry approved the Karur-Dindigul-Tuticorin-Tirunelveli BG line. The then proposed investment was Rs. 40 crores. During the past 4 years a paltry sum of Rs. 15 crores has been spent on this project. This goes to prove that the Railway development in Tamilnadu is not being looked after effectively. This project is being implemented at snail's pace. If the Central Government is keen to open up the backward areas of Tamil Nadu for industrial development, then this very important

Railway project should be implemented expeditiously. For that purpose it is imperative that more money should be allotted for this scheme. I appeal to the hon. Railway Minister that this Karur-Dindigul BG project was the only big project that had been proposed to be taken in Tamil Nadu after independence. It must be implemented so that the dream of 5 crores of Tamils is translated into action.

I would like to point out that the rolling stock like coaches, wagons and engines on the metre-gauge have all become outdated and they require replacement and renewal. There seems to be no definite programme for the replacement and renewal of these assets or the metre gauge. I suggest that that scheme should be drawn up immediately and implemented forthwith.

Similarly, the coal requirement of metre-gauge track is not being met on time, with the consequence that very frequently the trains are cancelled off and on. This causes great inconvenience to the travelling public. I want to suggest that the coal supply of metre-gauge track should be ensured effectively.

In many Stations in Tamil Nadu there is no drinking water facility. I request the hon. Minister of Railways to look into this and see that this basic requirement of commuters is met without further delay.

Chamarajanagar and Satyamangalam Railway line survey was conducted by the British regime. This only shows that even in those days the traffic needs of this area was realised by the British Government. Now it is all the more necessary that Chamarajanagar-Satyamangalam Railway line project must be taken up for implementation. This will give fillip for the backward areas in this part of Tamil Nadu and also the backward areas in Karnataka State.

My constituency, Perambalur, is primitively backward. The poor people are suffering for want of train facility. I

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\*The Speech was originally delivered in Tamil.

demand that Kumbakonam should be linked with Athoor by train via Jeyankondan, Ariyalur, Perambalur and Thuraiyur. This will uplift the poor people of this area. I would take this opportunity to demand that the train running between Needamangalam and Mannargudi has been cancelled. In order to help the downtrodden people of this area, this train should be restored orthwith.

With these words I conclude my speech.

[English]

PROF. N.G. RANGA (Guntur) : Mr. Deputy-Speaker, Sir, let me congratulate you for having been chosen for this high office.

I wish to congratulate the hon. Minister of Railways also. He is a very dynamic man. He has been a very loyal Member of this Parliament for the last seven or eight years although for some extraneous reasons he was not regarded as well as he should have been during all that period for all the dynamic work that he has put in.

There is a case in point between the Ministry and the Railway Board which I would like to put forward before the hon. Minister of Railways.

Originally, Krishna Express was the train which was running between Hyderabad and Guntur. Later on, a decision was taken to extend the route of this Krishna Express up to Tirupati. I immediately made a representation to the then hon. Minister of Railways, Shri Ghani Khan Choudhary, who was also a very strong and effective Minister like the present hon. Minister, that the Krishna Express should stop at Guntur even though its route is extended up to Tirupati and he assured me in writing that the Krishna Express would make it a point to stop at Guntur even though it would be running right up to Tirupati. This decision was supported by the Railway Board. But, unfortunately, somehow or the other, this decision is not implemented.

Consequently, during the recent elections I had to face a very embarrassing situation

in my Constituency when the lawyers, doctors, kisans and everybody started throwing a charge against me for having failed to retain the privilege which they had been enjoying even since this Krishna Express was started.

Was I to expose the ineffectiveness of the Railway Minister *vis-a-vis* the Railway Board during the election? So, I had to take all the blame on my own head. Now, I hope, the present Railway Minister would be able to see to it that the Railway Board behave more loyally than it has done. I have given this case in point.

Secondly, Government has promised to construct a railway line from Bibinagar to Nadikude. It has been taken right upto Miriyalaguda. It has taken more than 10 years. It is high time that they completed the construction of this railway. There is need also to convert the metre gauge into broad gauge between Guntur and Guntakkal. This also has been awaiting completion for a very long time. It is high time that Government took it up.

Passenger trains are being neglected ever since express trains have been instituted. In every detail passenger trains are a scandal today—seating, lavatory, drinking water facility and what not. Special attention has got to be paid to this matter.

Then, there is a very small matter. There are two pathways across the railway in an important place in my constituency, Phirangipuram. Only one gateman has been sanctioned for both of them, with the result that one or the other is always without any gateman at all. Only one man has been sanctioned, and what he does is he closes one pathway to prevent agricultural transport from going across the railway line. This is a very small matter; yet, it causes a lot of trouble to the people, to the agriculturists especially, of Phirangipuram. I would like my hon. friend either to give up the one man who is there or sanction two people; one or the other, at least let him keep the pathway open and not close just because there is no man to serve it.

Government has promised to construct a railway line between Nizampatnam and Nidubroin in order to facilitate transport of fish which is being caught there from the Bay of Bengal and transported right upto Calcutta. The construction of this line will have to be taken up, and I hope that Government would not forget it when they prepare their estimates for the next Railway Budget.

SHRI V.S. KRISHNA IYER (Bangalore South): Respected Deputy-Speaker, Sir, this is my maiden speech in this august House, the highest forum of our land. On behalf of the four crore people of Karnataka, I convey my greetings to you, Sir, and through you to the hon. Members of this House.

I know that the time at my disposal is very short. Therefore, I am not going to speak in detail about the railway administration. I would confine myself only to some important problems pertaining to the State of Karnataka. There is a feeling in the minds of our people that we are being let down by the Railway Ministry. I hope, it will not be so, because, we have a dynamic Railway Minister and also a dynamic Minister of State. I would like to point out the problems.

Sir, you come from Tamil Nadu, our neighbouring State. There is a scheme for electrification of Madras Central-Bangalore, which was sanctioned long back. Now it has been completed upto Jolarpet. From Jolarpet to Bangalore City, the Planning Commission, I understand, has approved a scheme for Rs. 24 crores. I also understand reliably that that scheme is being scuttled. This has created a lot of apprehension and fear in the minds of the people of both the States.

This is very essential. As you know, Bangalore City and Madras are the two nerve centres of all economic activity in the south and it is, therefore, very essential. So I want a categorical assurance from the Railway Minister that it will not be scuttled and it will be taken up during the current year itself. I also remember that a token grant has also been provided for this.

Another project which is going at snail's speed is the broad-gauge conversion of the metre gauge line between Bangalore and Mysore. That was taken up 8 years ago and when the foundation stone was laid, we were assured by the then Railway Minister that the project will be completed in 4 years time. Now it is already 8 years and we do not see any hopes of its being speeded up in the near future. At this rate it will take many more years. So I want an assurance from the Railway Minister. I am pointing out this because the Railway budget is being finalised and also the Seventh Plan is being finalised and it is necessary that adequate funds are provided for this.

Another point to which I would like to draw the attention of the Railway Ministry is that Bangalore City, as you are aware, is becoming another Calcutta. Bangalore, no doubt, is a beautiful city and I represent that city in this House. The population of Bangalore is growing at such a pace that no other city in the South East Asia is growing as fast as Bangalore is growing....

PROF. N.G. RANGA : Delhi is bad enough.

SHRI V. S. KRISHNA IYER : I have seen the census figures. I speak with authority. The growth of Bangalore is 76% in the last decade. At this rate we envisage a population of 70 lakhs by 2000 AD. Therefore, the transport problem is very terrific. I heard our Calcutta friends yesterday. So I got alarmed. As it is, it is impossible to provide any kind of road transport there. So the Government of Karnataka approached the Metropolitan Transport Project, Madras which is a unit of the Railway Board to undertake a survey for the provision of a Mass Rapid Transit System along with the Suburban Surface Railway and electrification of a few existing lines for Bangalore. I am very happy to inform you that it has already submitted a report and they have recommended a ring road for Bangalore city, a surface-cum-underground railway and electrification of the railways—which will ease the transport system of Bangalore. This is very necessary. As it is, it is impossible and the roads are full of traffic at all

hours. So this project costing Rs. 650 crores should be taken up. The Government of Karnataka has already approached the Planning Commission and the Railway Ministry for taking up this scheme in the Seventh Plan. I would strongly urge this in the interests of the City of Bangalore. This is one of the metropolitan cities—the fifth largest metropolitan city in our country and the Government should take up this project of Rs. 650 crores. The recommendation is that it may be spread over 25 years—every year spending Rs. 25 crores. Bangalore is as important as Calcutta and I understand Madras also has a similar scheme. This is very necessary for these metropolitan cities. They should be provided metro railways just like Calcutta.

Karnataka State had given four Railway Ministers so far to the Central Government. Three of them are no more. Only one person is alive. We also had Mr Dandavate as Railway Minister who has done something for our State. Particularly he sanctioned the Axle Plant. So also Mr Jaffer Sharief. He has also done something for the State. Still after attainment of Independence the addition of new railway lines has been very very meagre. Two lines are added—Bangalore-Salem line which is most unpopular and uneconomical. Another line Bangalore-Hassan is being used only for 6 months. So it is very necessary that new lines are laid particularly in the backward areas of the State like a line between Gulbarga and Bidar and another one from Kattur to Harihar. Our friend from Tamil Nadu mentioned about Chamarajanagar-Satyamangalam line. I support him. These additional lines are very necessary. I urge upon the Railway Minister to take up these lines.

With these few words, before you ring the bell, I conclude. Thank you.

SHRI G.L. DOGRA (Udhampur) : Sir, I take this opportunity to congratulate both Railway Ministers, the Cabinet Minister and the Minister of State. I would also utilise this opportunity to bring certain problems to their notice. The greatest and the foremost problem which our State is facing

is the construction of railway line from Jammu to Udhampur. This railway line is intended to be taken to the Kashmir Valley. But the point is this. Unless it is completed upto Udhampur, further extension is not at all possible. So far we find that the progress on this project has been very slow. I must say that probably adequate finance has not been provided for. Now a new Budget has to be framed. As such I request the Railway Minister and his colleague to see that adequate funds are provided for this purpose. Inadequate provision of the budget means dead investment of capital for some time at least. If you are sanctioning some money which is not at all adequate then you cannot complete the project within a reasonable time and this will have effect on the finances of the Railways as well as the general finances of the whole country. My request to the Railway Minister is that he should personally examine it and see that this line is completed as early as possible. I assure him that it is not only vital from the Defence point of view, but it will be a paying proposition. It will give them adequate returns which are much more than the rate of interest on their investments made. It is a fully paying proposition. I don't know why it was neglected so far. I fail to understand why the Planning Commission should not have looked into this aspect of the matter. This is a double-edged project, I would say, because it is vital for Defence and at the same time it gives adequate returns.

As far as the maintenance of the Railways is concerned I wish to say something.

Sir, I was a Member of the Public Accounts Committee. The then Chairman told us that the Indian Railways are the only Railways in the world which are giving profits. There is no other Railway in the world which is giving profit. It made us think as to why it is so, why in spite of technological progress and advance and development, the other countries are not making profit but we are doing so. We found that it was due to cutting down of the expenditure on maintenance. This maintenance aspect of the Railways has been neglected for the last so many years. I would like the hon. Minister to see that

Railways should not try to make profit at the cost of maintenance. I think personally that nobody should be allowed to make money at the cost of the maintenance. It affects rolling stock as well as the safety of passengers.

I wish to point out that maintenance of locomotives in the workshop is not proper and the work is very slow. These workshops are not working as efficiently as they should. They should work efficiently and they should do good work. I think sufficient attention must be given to this aspect of the matter.

Then I come to the question of discipline and punctuality. These two things are inter-related. There are very few trains which are punctual; they do not stick to time schedule. The Jhelum Express is one of the trains notorious for being late quite often sometimes by 12 hours and even sometimes by 24 hours. This has got to be looked into. Punctuality should be maintained at all costs. Otherwise, a lot of manpower will be wasted.

There is another point which I would like to place before the hon. Minister for his consideration. Sir, doubling of railway track between Sonapat and Ambala as well as Jullundur and Jammu is very necessary. If this is done, the traffic burden on railway track would be greatly eased. If there is a single-line track, it is very difficult to maintain it properly and there will be a lot of disruptions in the running of the trains. Maintenance of track as well as rolling-stock would also suffer because of single-track traffic. Therefore, I would suggest that the railway track between these two points, that is, between Jammu and Jullundur as well as Sonapat and Ambala should be doubled.

I would like to draw the attention of the hon. Minister to the inadequate number of staff at the Jammu Railway Station. Sir, there is a shortage of staff and sufficient number of staff is not posted at the station to cater to the needs of the passengers. People from all over India are going to Vaishnodevi and because of the shortage of staff at the Railway Station they are facing a lot of difficulties. So far as the passenger

traffic is concerned, I understand that some wrong information has been passed on to the Railway Ministry. It is stated that passenger traffic is not in sufficient number at these Railway stations. But I would like to submit that this information is baseless and wrong and if one goes to these Railway Stations, he would find a lot of passengers waiting and lying at the Railway stations due to infrequent and inadequate number of trains running in this area. Of course, it may be that sufficient passenger traffic there even in particular seasons that is, during the extreme winter season. In all seasons, people going to Vaishnodevi face a lot of difficulties. People going to Kashmir and to Poonch also face a lot of problems. I would also request the hon. Minister kindly to consider running a day train between Delhi and Jammu and that is the demand of the people of the State. By introducing a new day train between Delhi and Jammu, major problem faced by the people concerned will be solved and this will also help the Defence Services.

SHRI NARAYAN CHOUBEY (Midnapore): Mr. Deputy-Speaker, Sir, the first point that I would like to make is that the Indian Railway system is a most important transport system in the country and it cannot be saved by making speeches. Before I make any other point, the first thing which I will demand from the Government is sufficient funds for the Railways. There is really paucity of funds for the development of railway system in our country. So, first of all, my demand is not from the Railway Ministry but from the Government and the Planning Commission for allotment of sufficient funds for the development of the railways. Howsoever good your speeches may be here in this House, Railways cannot be saved by them. During the British period, they constructed railway track to the tune of 52,000 Kms. in 94 years and in 38 years of independence only 6000 to 8000 Kms. of railway track was constructed. So, I demand from the Government that more fund should be allotted for the Railways. I beg to submit..... (Interruptions).. They are suffering from West Bengal malaria..... (Interruptions).

As has been told already, 20,000 kms of railway track require renewal and it requires a good amount of money. I hope, that it would be looked into.

Similarly, Rolling-stock needs to be added. There is complete shortage of spare parts and equipment. If you go to any loco shed and workshop, you will find that equipments and spare parts are not in sufficient quantity. Naturally, this requires urgent attention.

As Shri Dogra said, there is shortage of staff everywhere. Every year, thousands and thousands of employees are retiring, but there is a ban on fresh recruitment in view of the economy drive. While the number of Class III and Class IV employees is coming down as a result of this, the number of officers is going up. This needs to be given proper consideration. There used to be a certain yardstick for determining the required number of staff to man the jobs. By that, one could know that for this amount of work, so many persons are required. This yardstick has been given a goodbye by the Government. I submit, that for better maintenance, you must fill up all the vacancies that are there in the Indian railways.

Further, about 2.5 lakh casual labourers have been working in the Indian railways for the last 10, 12 or 15 years. Government had assured them that they would be regularised. The hon. Minister should not say that as the job for which they were employed is over, they should also go away. They have been there for years together. That means, there is sufficient job for them. You must regularise them.

The railway colonies are in a very bad shape. You will find that anywhere you go. Once, they were the best towns, but now you go to any place and you will find them in a very bad shape. There are no roads, or the roads are broken, water leaks in the houses etc. I come from the biggest colony of the Indian Railways. It is in a horrible state of affairs. I demand that enough funds should be made available for maintaining

them as also for putting up new houses. That is the position at Kharagpur, Gorakhpur, Asansol, Kanchrapara, Bilaspore, Alipore Dwar etc.

Then, there is one funny thing. Akbar goes, Jehangir comes, orders of Akbar are finished ; and when Jehangir goes and Shahjahan comes, the order of Jehangir are finished. Shri Ghani Khan Choudhury goes, his orders are also finished. I am not speaking for volunteers. They were working on Rs. 8/- per day. It is a good thing that you have taken them back. But at the same time consider those 2.5 lakh casual workers who have been working for more than 10-12 years. They should be given proper consideration.

Then, you must complete the Tamluk-Dighe project, which was taken up. During the election campaign, it was said that as the West Bengal Government was not giving land, the work could not be completed. Elections have ended and Shri Ghani Khan Choudhury is out of office Shri Bansilal has come in and we find that the project office at Contai, has also been withdrawn. At Digha, there was a rest-house, that has also been withdrawn.....

**SHRI PRIYA RANJAN DAS MUNSHI :** There was a conspiracy of the railway officers there.

**SHRI NARAYAN CHOUBEY :** That should be set right.

I demand that the Tamluk-Digha project should be completed. It is connected with the name of late Dr. B C. Roy.

Then, Purlia-Kotsila line. Late Kedar Nath is now in heaven. The assurance that he had given on the floor of the House has not yet been implemented. I want the hon. Minister to complete it.

Now, Shri Ghani Khan Choudhury is not there. Ranaghat-Lalgola track. Anyone from West Bengal, from this side or that side, know the horrible condition of that track. For the last thirty five years, there

has been no track renewal of that portion. If you cannot make that double line at least do the renewal of that poor track, so that the trains can run properly. Shri Ghani Khan Choudhury had promised that he would do it, and I hope that with his going away from the Railways, this assurance should not remain unfulfilled.

Once again, I request that action should be taken immediately on all these things. If there is no allocation of sufficient funds for the railways, the railways cannot survive. Enough funds must be allotted to the railways for their survival. If the railways system collapses, the whole transport system will collapse.

That is all I have got to say.

MR. DEPUTY-SPEAKER : Minister to reply.

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : Sir, I am grateful to.....  
(*Interruption*)

SHRI ABDUL RASHID KABULI : So many people want to speak Sir.....(*Interruptions*)

MR. DEPUTY-SPEAKER : We have already extended it by 45 minutes. It has been decided in the BAC meeting, to finish it in one hour. That was the scheduled time.

(*Interruptions*)

SHRI ABDUL RASHID KABULI : It had never been like this before.....(*Interruptions*)

MR. DEPUTY-SPEAKER : Let the hon. Minister say how to finish the agenda.

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI GHULAM NABI AZAD) : Yesterday it was decided by the BAC. The time allotted by the BAC was one hour and the hon. Deputy-Speaker has already extended it, I think, by 45 minutes. That time is also over.

SHRI ABDUL RASHID KABULI : We need hardly five minutes Sir. Our Party, the National Conference is not given any time.

MR. DEPUTY-SPEAKER : Let us come to a compromise. I am giving 15 minutes more. Each person should try to take not more than three minutes.

[*Translation*]

SHRI HAFIZ MOHD. SIDDIQ (Moradabad) : Mr. Deputy-Speaker, Sir, I am thankful to you for giving me an opportunity to speak and I support the Demands for Grants of Railways presented by our Railway Minister.

The people of Moradabad Division face so many problems regarding railways. I want to mention those difficulties here. Moradabad is famous for its industries not only in India but all over the world. But there are many difficulties regarding railways such as non-availability of platforms, lack of trains etc. The trains running on that section are not sufficient to cope with its needs. There is a crossing at Moradabad—Chandausi section due to which people have to face many difficulties. Besides, there is an overbridge also. The trains are not running on time on this section. I want that the hon. Railway Minister should pay attention in this regard. A decade ago, our late Prime Minister Smt. Indira Gandhi inaugurated a broad gauge line in our area but work thereon has not yet been started. I want that the assurance given with regard to broad gauge line between Haldwani and Rampur and Moradabad and Kathgodam be implemented.

There is a lot of delay in the payment of provident fund, gratuity and pension there. I want that the hon. Railway Minister should look into this matter and the payment should be made in time.

So far as the passenger trains are concerned, people face many difficulties. The windows of those train are broken and the bathtubs and latrines in those trains are also

in a very bad condition. I would like that these things should be looked into so as to solve these problems.

There is no double line from Bareilly to Delhi and Bareilly to Saharanpur which is causing great difficulty in the movement of trains in our area. I would like that assistance should be provided to convert it into a double line so as to facilitate the movement of trains on these stations.

Though it is an industrial centre, yet we do not have any train for Agra and Allahabad. I request that a train from Moradabad to Allahabad and another train from Moradabad to Agra may be introduced so that the people of that area may be benefited.

With these points I support these demands.

**SHRI ABDUL RASHID KABULI** (Srinagar): Mr. Deputy-Speaker, Sir, the first thing I want to place before the Hon. Minister is that even after 37 years, no rail line has so far reached the valley of Kashmir. In the absence of railways, the progress of the State is not possible.

In 1947, there was a road called Rawalpindi Road which was connecting State of Jammu and Kashmir with India. But after its closure we are linked with India by Banihal Road. Banihal Road also remains generally closed during the winter. As a result, our main business of tourist traffic remains paralysed.

I raised this point here last year also and the then Minister Shri Ghani Khan Chaudhury had accepted my challenge. He accepted the challenge and said that valley of Jammu and Kashmir would be connected with railway line. Two years have already passed since I came to this Parliament, but no steps have so far been taken in this direction.

I would request the Railway Minister through you that the economic condition of the people depends upon tourist trade. There are limited means of communication to

cope with the increasing international as well as domestic tourists visiting the State because we do not have any railway line.

Fruit is our main product which we sell in different parts of the country. But unfortunately every year we face difficulties. Fruits worth crores of rupees rot and cannot be sent to other parts of the country due to lack of vehicles. Besides this, we are being exploited in the mandis of Delhi and there is no say of our fruit growers. Not only the fruits rot there, but fruit growers are being exploited. The main reason for this is that we do not have any railway line.

If you really want to do justice to the people of Jammu and Kashmir, especially to the people of the valley of Kashmir and want to develop trade there, then I would request that you should promote tourism there, which will benefit the whole country. Jammu and Kashmir has an immense tourist potential due to its enchanting beauty. You can develop tourism there to a considerable extent. Please make arrangements for a railway line for this State.

In 1957, Khrushchev, Secretary Communist Party visited this State along with Bulganin. They had said that if the Government of India permitted them, they could link Kashmir with USSR by a railway line. Our technology has made great progress by launching INSAT-IB and APPLE; can we not build roads by cutting through the hills of Kashmir and by making tunnels? I hope that the aspirations of the people of the State would be fulfilled by the newly constituted Government.

Accidents are taking place in our country. Late Shri Lal Bahadur Shastri had set up an example. During his tenure when an accident took place perhaps in Hyderabad, he resigned I want to say to the Hon. Minister, Shri Bansi Lal that several railway accidents are taking place in the country in which so many lives are lost. Shri Bansi Lal is a competent and capable Minister in so far as these things are concerned. He should look into these aspects.



Railway sleepers are prepared at the cost of forests. Our forests of Himachal Pradesh, Jammu Kashmir and of our Himalayan terrain are being destroyed by felling trees. You have to find alternative methods. You should manufacture concrete sleepers. Do not denude our forests. Find out some substitute if you want to save the forests.

Corruption is increasing in the Railways. Reservation in second class is made in advance without getting in the forms filled. Railway Minister should look into it and remove corruption. Catering service for passengers, which is unsatisfactory at present, should be improved.

\*SHRI R. JEEVARATHINAM (Arakkonam) : Mr. Deputy-Speaker, Sir, while supporting the Supplementary Demands of the Railways that have been presented by the hon. Railway Minister, I would like to refer to certain basic railway requirements of my constituency, Arakkonam in Tamil Nadu. Arakkonam is adjacent to Madras. In order to have electric traction between Madras and Katpadi via Arakkonam all the infrastructure has been created. I mean that the electric posts and overhead lines have been put. Yet there is no electric train running between Madras and Katpadi via Arakkonam. From Katpadi the railway workers, public men, government employees, traders travel to Madras every day. Hence it is very necessary to have electric trains on this route.

I am sorry to say that there is no train in the morning from Arakkonam to Katpadi. Similarly there is also no train in the evening from Katpadi to Arakkonam. This has caused great inconvenience to Government employees, railway workers and other public travelling between these two places. While all the arrangements for electrification have been made, it is inexplicable to me why electric trains are not being run by the Southern Railways. I request the hon. Minister of Railways to order the running

of electric trains between Madras and Katpadi via Arakkonam.

In Arakkonam there is a very old over-bridge constructed during British rule. It is in the heart of the town. Lorries, buses, public conveyances and carts cannot go because of this. The Railway Administration had finalised a project for a new bridge and sent to the State Government suggesting that 50% of investment should be met by the State Government. I do not know whether the State Government has given its consent for defraying 50% of the expenditure. In this House, the Members have been raising demands for Rs. 50 crores, 75 crores, 100 crores and 400 crores for railway schemes. What I want is just 1.5 crores to 2 crores for having a new bridge in Arakkonam. This is the long-standing demand of the people of this area. Many articles have been appearing in the Press about the need for replacing this over-bridge. I request the hon. Minister of Railways to look into this personally and meet the genuine demand of the people of Arakkonam for a new bridge. This dilapidated old bridge should be replaced forthwith.

Madras is a thickly populated area. The industries cannot be set up without creating pollution hazards. If industries are to be spread out so that there is no pollution hazard, then there should be electrification traction between Arakkonam to Katpadi and from Katpadi to Jalarpettai. Then the industries will be spontaneously coming around the railway track. The hon. Minister of Railways should also pay attention to this and do the needful. The Railway workers and employees are suffering for want of residential accommodation. I suggest that the Railways should undertake large scale building of houses for railway workers and employees. Otherwise, the Railways should give loans to them so that they can have their houses.

I thank you for giving me this opportunity to say a few words, and I resume my seat.

**\*SHRI PALAS BARMAN (Balurghat) :** Mr. Deputy-Speaker Sir, I will like to speak in Bengali. Sir, I will draw the attention of the hon. Railway Minister to the plight of the people of my constituency *vtz.* Balurghat is the district headquarter but unfortunately it is devoid of any Railway connections. You can well imagine the difficulties faced by the over a lakh inhabitants of that area because of the non-existence of any Railway connection. Even after 37 years of independence the want of Railways in a district headquarter, Balurghat. Balurghat is the biggest blot on the Railway Ministry. The people of that area had sent several deputations for providing railway lines to the then Congress President, Shri U.N. Dhebar, to Babu Jagjivan Ram, to the then Railway Minister, Shri Lal Bahadur Shastri, and even to the late Prime Minister Shrimati Indira Gandhi. Many deputations were sent. There were of course a flood of assurances which are continuing today. The former Railway Minister, Shri Ghani Khan Chowdhury perhaps realised the plight and difficulties of the people of that area and laid the foundation stone of a 90 Km. stretch of railway line from Eklakshi to Balurghat about two years back. But hardly any progress has been made in that project. Although at the time of last elections much publicity was given to this project and it was said that significant progress has been made therein, but in reality hardly any progress has been made. Some signboards have of course been set up here and there.

I invite the hon. Railway Minister, Shri Bansi Lal to come and visit my area and to see the miserable plight of the people for himself.

At the same time I demand that he should take special measures to see that this railway project is completed expeditiously.

I also submit a long-standing demand of the people living in the under developed and

backward Sunderbans area of West Bengal that the railway line from Sealdah to Canning may be extended upto Golabari and Dhamakhali. Survey work has been completed by the Railway Department but the extension work has not started.

In the above section six 'shuttle trains are being run from Sonapur to Canning. I demand that the above trains may be run between Sealdah and Canning.

In the end I will submit that the railway link of the NF railway is very weak. I demand that the existing Metre gauge track between Barsoi and Radhikapur may be converted into Broad gauge without delay. A broad gauge railway line may also be provided from Katihar to Siliguri and Alipur Duar junction. With that Sir, I conclude.

**SHRI D.L. BAITHA (Araria) :** Mr. Deputy-Speaker, Sir, most of the members have stated that the railways are running in loss. I want to say that the Railway is not a commercial organisation. The Railway is a utility service and besides, if the social burden that the Railway shoulders, is removed it will earn profit. Earlier in 1970-71, Rs. 100 crores were provided to the Railways towards depreciation reserve fund which rose to Rs. 200 crores in 1979-80, 554 crores in 1982-83, 850 crores in 1983-84. The depreciation fund only has been raised from 100 crore rupees to 850 crore rupees. In such a situation deficit is quite natural. Besides, the wages have also increased to a considerable extent. In addition subsidy is being given for the transportation of food-grains. The items which could not be transported by other means of transport are being transported by the Railways to meet the requirements of the public. The railways have to bear the loss as a result of it.

Similarly, it has been stated by one of my friends that the railways have to bear all the loss caused by the suburban traffic in Bombay, Calcutta and Madras. It will, therefore, be wrong to say that the

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\*The speech was originally delivered in Bengali.

Railway is a commercial organisation. The Railway is a public utility service. Railways are also extended to such places where they are considered necessary from strategic point of view. Sometimes, even if a railway line is commercially not viable, it is operated keeping in view the public demand and requirements.

Today, Shri Abdul Rashid Kabuli raised the point that railway line has not been laid upto Srinagar in Kashmir. I want to tell you that when the Railway Convention Committee visited Kashmir and discussed this matter with the State Government, and when they were asked to make an offer—other State Governments had offered free sleepers, free land—then the State Government replied that they did not want the railway line. They told that the atmosphere would be further polluted by this. Hence, it would be better if you discussed these points first there. Our anxiety is that the railway line should be extended to Kashmir. Jammu-Udhampur line is already being laid.

The bell is ringing. I would like to speak on two or three points. Firstly, 18 trains were running formerly on Barauni-Katihar broad gauge line, but at present their number is only 4.

15.00 hrs.

Only 3 to 4 bogies are attached to the express train which runs presently. If you like, you may add passenger compartments to it. There is an engine, a driver and a guard in this train but it lacks space for passengers. If you provide enough space for passengers in it, it may earn enough profit for the Railways. The number of compartments should be increased alongwith the increase in the number of trains. But what you do is that the number of compartments in the existing trains is reduced and new trains are introduced which does not increase the earnings of the Railways. It is necessary to link the line from Forbesganj or Araria to Thakurganj. The existing line joins Katihar and Mahananda. The bridge over Mahananda has become very dangerous now. If any accident ever occurs

there, the north eastern States would be completely cut off. The hon. Minister should think over it.

Keeping in mind the paucity of time, I would only like to add that the Railways should not be considered merely a commercial undertaking, but it should be treated as a public utility service. However, we should look into the losses. The Ministry of Railways has also been getting less funds from the Planning Commission during the past few years. The allocations have been going down constantly.

With these words, I support the Supplementary Demands for Grants of the Railways.

[English]

MR. DEPUTY-SPEAKER : I am extending the time by another fifteen minutes but when we are extending like this, we will have to sit up to 7.30 or 8 O'clock in the evening and you will have to be here.

SOME HON. MEMBERS : Yes, yes.

MR. DEPUTY-SPEAKER : I seek your cooperation. Try to finish within three minutes. Because this budget is very important, every Member wants to present the problems of his constituency. But try to be brief. In the beginning each Member took twenty minutes or fifteen minutes, that is why we are facing this problem of shortage of time.

SHRI V. SOBHANADREESWARA RAO (Vijayawada) : Sir, this is the first session and several new Members have come and they want to express their views. Please give opportunity to our Members whose names have been submitted to you.

MR. DEPUTY-SPEAKER : Be to the point, that is all. Instead of discussing lot of things, please be brief on what you want to express. It is common for both sides. Now Shri Amar Roypradhan.

SHRI AMAR ROYPRADHAN (Cooch Behar) : Mr. Deputy-Speaker, Sir, through

you I like to congratulate the hon. Minister Bansi Lal Ji and the Minister of State Scindia Ji. But I am extremely sorry that I cannot support their Bill...(*Interruptions*).

SHRI MADHAVRAO SCINDIA : We accept your apology .

SHRI AMAR ROYPRADHAN : Sir, I do not know whether you have been to the North-Eastern region, the seven-sisters area, but I think it will be admitted by the hon. Minister and the Minister of State that the N.F Railway which covers the North Bengal and the North-Eastern region and Sikkim commuters, is the most neglected Railway on the Railway map. The Railway Department is neglecting this particular Railway and are behaving like step mother. As you know it very well, this is the only Railway where there is no electrification, this is the only Railway where there is no double line, not a single kilometre.

It is the only railway line where you will not get its own diesel engines. They have to borrow engines from the Eastern Railway. And when we ask for this, they say there is paucity of funds. You will be astonished to know that in 1980-81 there was a unanimous resolution in the West Bengal Assembly asking for a train from the New Cooch Behar to Sialdah, near Calcutta. This Resolution was supported not only by Forward Bloc, C.P.I. and the Communist (Marxists), but by all the parties, including the Congress (I). But the Railway Department did not pay any heed to it.

We quite often hear on radio and television that new trains are being introduced, but this train over which the West Bengal people were unanimous irrespective of their party affiliations, has not been introduced as yet.

Recently one train, called Vivekananda Express has been started from New Bongai-gaon to Trivandrum. People of my constituency, Cooch Behar have been demanding that this train should stop there even for five minutes. Several hon. Members have said that the trains are running late by even 24 hours. When the trains are running late

even for days, I do not understand what difficulties do the Railways have to allow a half of even five minutes in Cooch Behar ? People of Cooch Behar have demonstrated for this. They even stopped the train for 24 hours. Even an assurance was given in its favour, but nothing has been done so far. When we ask for train, you say no, when we ask for halt of a train, you say no, when we ask for double line you say no. This you are doing because we do not toe your line. It means if we toe your line, only then you will fulfil our expectations.

[*Translation*]

SHRI RAM PYARE PANIKA (Roberts-ganj) : Mr. Dy.-Speaker, Sir, I rise to support the demands presented by the Minister of Railways. Sir, one of the demands relates to 1982-83, which has been presented as per the direction of the Public Accounts Committee and the second demand relates to an expenditure of Rs. 91 lakhs, which had to be incurred in view of the exigency and its approval has been sought. In a way both the amounts have already been spent and formal approval is sought. But I would like to say that I must thank the hon. Minister and the Railways for their contribution in improving our economy during the last four or five years. Sir, you are aware that the railway transportation has to play a vital role in the infrastructure programme envisaged in our Plan. They have discharged their duties well in the timely transportation of foodgrains, movement of coal for the power stations or any other items.

The position today is that renewal of 14 thousand kilometres of railway track is pending. I, therefore, appeal to the Planning Commission and the Ministry of Finance to ensure provision of funds for this work. The sum of Rs. 3.20 crores allocated earlier for this work is grossly inadequate. Keeping in view the increasing number of accidents, more funds should be provided for this purpose to eliminate the risk of accidents. I will not like to say any thing further in this regard but support all that the other hon. members have said. Now I would like to refer to a few matters relating to my constituency.

There is a train, Chandigarh Express in my constituency. Its frequency has now increased to four days in a week. We want that it should run daily and the assurance given by Shri Abdul Ghani Khan Choudhury to stop it at Duddhi, which has remained unfulfilled so far, should be implemented immediately.

There are many local trains, which run in our area. The C.C.M. local between Garwa and Chunar should be extended upto Varanasi via Jyonathpur. Similarly, Chopan Express running between Lucknow and Chopan, which now goes upto Shaktinagar-Singrauli on three days in a week, may be run upto Garwa *via* Renukut for four days in a week. Tata Express, which runs between Amritsar and Tatanagar (Jamshedpur) may be extended upto Howrah. It will take only three hours from Jamshedpur to Howrah, but it will provide facility and relief to the people.

I would like to draw the attention of the Hon. Minister of Railways to another problem viz. heavy pressure on Howrah-Bombay line due to a large number of trains running on this line *via* Allahabad. In this connection I may submit that the mail trains may be diverted from Chunar Junction *via* Chopan Katni and run upto Bombay or Madras. This will cover the tribal belt and the backward area and the people of industrial areas on this line and the people living in South India would be greatly benefited by linking up of these areas with Bombay, Calcutta and Madras. Now they have to go *via* Allahabad.

I am a disciplined member and I have taken three minutes only. I am thankful to you for giving me an opportunity to express my views.

[English]

SHRI ERASU AYYAPU REDDY (Kurnool) : Mr. Deputy-Speaker, Sir, in Japan if the Express train comes a few minutes late, there will be sweeping headlines. But in India, if a train comes in time, that will be a news. Sir, Japan is thinking of mono-rail. In fact, they are having mono-rail

where the speed of a train is about 300 k.ms. per hour. They are also thinking of magnetic lines where a train just flies on the rails. Perhaps, in India, this also appears to be a fairy tale, Our Prime Minister has promised us to take us into the 21st century in a dynamic and scientific way. I would request the Railway Minister in what train he is going to take us into the 21st century which is just 15 years away from us.

Now, after having listened to the speeches of the Members, we now know how anxiously and how coolly we are on the expansion of our railways. Sir, expansion of railway projects has not made any potential for employment. So, our railway projects must be taken as potential for employment generation. From that point of view, the Seventh Plan must give priority to very many railway expansion projects.

Now, Sir, coming to my own State, Andhra Pradesh, the only project that has been taken up during the last 40 years is a small project. Nadi Kudi-B.B. Nagar railway project. I join hon. Member Prof. Ranga in pleading that this project which has been going on at snail's speed must be expedited.

Sir, in the South, there are two big industrial cities, Hyderabad and Bangalore. It is a pity that these highly industrialised cities are not even connected by broad gauge line. There is still a metre gauge line, more than 60 or 70 per cent of the track is covered only by metre gauge. Is it not a pity that the railway line connecting the two highly industrialised cities in the South still does not have the broad gauge line? I hope the Railway Minister will try to expedite the project of putting up a broad gauge line between these two cities.

Then, there is the Central Cement Corporation which has taken up and established a number of cement industries in Rayalaseema area. That area is known as Erraguntla. Now, for the purpose of transport itself, a survey has been undertaken. But till now, no railway line has been laid. I request the hon. Railway Minister to

expedite laying of a line from Nandyal to Guntakkal covering these project areas.

[*Translation*]

SHRI RAM BHAGAT PASWAN (Roseira) : Mr Deputy-Speaker, Sir, I am grateful to you for giving me an opportunity to speak. I am also thankful to the people who elected me to this House.

Mr. Deputy-Speaker, Sir, the Government's policy has been to remove regional imbalance, and to develop the backward areas. I want to speak about Bihar, particularly North Bihar. Our hon. Railway Minister is a hard worker and whatever job he takes in hand, he succeeds in that. I think he is very sympathetic towards Bihar. I want to submit to him that the construction work of Samastipur-Darbhanga broad gauge line was started during the tenure of late Shri Lalit Narain Mishra. The work was completed but unfortunately, meanwhile, Janata Party came into power and the work was stopped. When Shri Kedar Pandey took over, the work was again started. Now you have taken over. You may please get this broad gauge line completed.

The construction work was started after completing the survey on Sakari-Hasanpur railway line in North Bihar because there is no railway line there. There is no railway line upto 40 miles in the North, upto 60 miles in the South, nowhere in the East and upto 50 miles in the West. Sakari-Hasanpur railway line for this area was inaugurated by late Shri Lalit Narain Mishra but work on that line was also deferred during Janata Party regime. I would request you, Sir, to make provision for this line in the next budget and take up construction of this line. There is great resentment among the people of North Bihar because their long standing demands have not been acceded to.

Mr. Deputy-Speaker, Sir, Railways are suffering a loss of Rs. 33 lakhs after the construction of Mahatma Gandhi Setu as large number of people have now started travelling by bus. Buses take less time whereas trains are slow. The four trains being run previously in that area have now

been cancelled. Those trains should be restored. The Railways are incurring a loss of Rs. 33 lakhs per month since the construction of this bridge. The government have given this information in reply to a question in Rajya Sabha. This loss is being incurred because you have cancelled certain trains and also because trains run at a speed slower than that of buses. Please restore the cancelled trains and increase the speed so that Railways do not suffer loss.

One train *viz* Jayanti Janta used to run from Darbhanga in North Bihar to Delhi via Patna. You have now changed its route. Passengers of that area have now to take a different route for going to Delhi. One more train 78DN used to run to Patna, which has also been cancelled. Sir, I would like to request that all the cancelled trains should be restored to reduce loss being incurred by the Railways and rail journey should be made more comfortable.

Mr. Deputy-Speaker, Sir, I want to submit that the amount provided is not adequate. 18,000 Kilometres of railway track is in poor condition. 35 thousand railway wagons are completely worn out. The Government should modernise them.

So far as reservation is concerned, many irregularities are being committed at big stations like Calcutta, Patna, Bombay etc. Please introduce computer system so that every one is able to get reservation easily at a low cost.

I want to speak about the safety of the people travelling by rail in Bihar. R. P.F personnel have been asked to look after their safety but they enter 1st class compartments and sleep there. They also harass the public. None of your constables travels in 2nd class. All of them travel in first class and disturb the genuine passengers. Please take steps to see that constables do not occupy the seats of genuine passengers in the first class compartments.

Mr. Deputy-Speaker, Sir, there are 22 lakh employees working in the Railways and out of them seven lakh employees are

still temporary. Many of them have been working for the last 15 to 20 years in temporary capacity. There are casual labourers who have been working for the last 10 to 12 years but they have not been made regular so far while persons with two years service have been made regular. Kindly look into this matter and make them regular.

So far as the question of reservation for scheduled castes and scheduled tribes is concerned, 14 or 15 percent quota is reserved for them. But nowhere, whether it is Muzaffarpur Railway Service Commission or Danapur Railway Service Commission or any other zone, reservation quota has been filled up. Therefore, representatives of Scheduled Castes and Scheduled Tribes should be included in these commissions so that they may ensure that the quota is filled up.

In the end, I would like to make a request that work on the proposed railway line from Kusheswar to Laharia Sarai should be started. With these words I thank you for giving me an opportunity to speak.

[English]

SHRIMATI VYJAYANTHIMALA BALI (Madras South): Mr. Deputy-Speaker, Sir, I just want to say briefly about the Nilgiri Express in Tamilnadu. It runs from Madras to Ootacamand, the Queen of Hill Stations, and back again. The only problem in Ootacamand is that there is no proper booking office or any booking arrangement for the purchase of railway ticket. The travelling public of Ootacamand as well as the tourists who visit Ootacamand, are consequently put to great inconvenience. They cannot get their tickets in Ootacamand. They are directed to go either to Mettupalayam which is about 60 KM from Ootacamand or to Coimbatore which will be a matter of travelling eight hours to and fro which means that the whole time would be lost in only trying to get railway tickets. I tell you that invariably it is so very difficult to get tickets. This is one very great problem to be solved.

Therefore, the travelling public of Ootacamand should be provided the facility by the railway authorities of purchasing their tickets in Ootacamand itself.

The second point that I would like to make is that the travelling public to Ootacamand have air-conditioned coaches only twice a week. Even though Ootacamand is a hill station, it is not only seasonally that people go to Ootacamand but throughout the year people keep coming and going. But, the air-conditioned coaches are provided only twice a week. I would, therefore, suggest that air-conditioned coaches should be provided throughout the year. There is no need to be afraid that there will be no demand for them. Once there is supply, there will be demand.

These two issues have to be looked into. I suggest these facilities should be provided at the earliest.

SHRI BOLLA BULLI RAMAIAH (Eluru): Sir, even in these modern days when steam engine is considered not economical, we are running steam locomotives in our State. Specially, the Vijayawada-Kazipet line has been sanctioned long back for electrification. But till today, it is not completed even though there is enough power available in the State.

The Visakhapatnam-Vijayawada line is a very heavy traffic line. So is the case with Kazipet-Hyderabad. Therefore, these lines should be electrified. Wherever there is heavy traffic, electrification of the line is better. That would be economical.

One coach factory is sanctioned to be located in Kazipet, Andhra Pradesh. But we understand that they are trying to shift it somewhere else. The State Government of Andhra Pradesh has provided all the facilities. I would request you to see that this factory is set up in Kazipet at the earliest.

Kothagudem is the biggest coal producing centre in Andhra Pradesh. It should have another Railway line from Visakhapatnam-

Kothagudem which will be the shortest route.

The Kakinada-Kotipalli Railway line is discontinued. I request the hon. Minister to again renew that line and provide the facility to 20 lakh people, Andhra Pradesh is the granary of India. There should be railway facilities on its coastal line. We are at present suffering from shortage of railway wagons. The road traffic is not able to meet the transport requirements. The wagon facilities, and railway passenger facilities should be improved. Even the passenger railway facilities are not adequate in Andhra Pradesh. There should be more passenger railway trains provided to Andhra Pradesh to meet the growing railway passenger traffic.

Vijayawada is the largest railway station in the whole country. But the facilities provided in the Vijayawada railway station to the passengers are not satisfactory. The passengers in the Vijayawada railway station are suffering from lack of facilities.

Even on the Howrah-Madras Mail train, which is supposed to be the oldest train, there are no AC I Class daily coaches and all its bogies in first class are of the primitive days.

There is one more point. There is one train from Narsapur to Hyderabad which the Railways have provided. This should be extended upto Kakinada. There was a proposal, but somehow it has been dropped. The extension upto Kakinada is essential since this will facilitate a lot of people living there and also be economical for railways.

In Chebrole there used to be a gate-crossing provided near the town, but now this has been shifted away from the main town because of which a lot of inconvenience is caused to passengers. It should be provided near the town ; at the old place.

In Eluru, which is a big city, one more overbridge is required very urgently.

All these points may please be looked into.

I thank you, Sir, for giving me this opportunity to speak.

[*Translation*]

\*SHRI C.K. KUPPUSWAMY (Coimbatore) : Mr. Deputy-Speaker, Sir, I thank you very much for affording me this opportunity to say a few words concerning the basic rail requirements of my constituency, Coimbatore. Coimbatore is known as the Manchester of India with 103 textiles and more than 200 foundries. It is really a matter of concern that the Railway yard here should be so small and primitive. It has to be expanded immediately. Without causing inconvenience to the public of this town, the Railway yard can be expanded in Singanallur, where there is enough land available. It will also ensure that the future requirement is also met. I suggest that the Railway Minister should see that the Railway yard in Coimbatore is expanded in Singanallur area.

Tiruppur has become an international town because hosiery products manufactured here are being sent to different parts of the world. There is an overbridge here constructed some 60 years ago when the population of the town was just 20,000. Now the population has gone up to 1 lakh. For the past 25 years the people of Tiruppur have been demanding that this old overbridge should be replaced by a modern over bridge. This genuine demand of the people must be met without further delay. Similarly, the over-bridge at North Coimbatore is also overdue for replacement. A survey was conducted for this. I suggest early implementation of this survey in North Coimbatore. There must soon be a new overbridge in North Coimbatore. I would also take this opportunity to point out that another overbridge in Ondipudur on Tiruchirappalli-Coimbatore highway requires replacement. A new over-bridge is a 'must' in this area.

I would like to reiterate that in order to help the workers and industries in Tiruppur, the old overbridge must should be replaced by a new bridge without delay.

Before I conclude, I would suggest that a super-fast express train must be run between

\*The speech was originally delivered in Tamil.



the industrial town of Coimbatore and the internationally renowned pilgrim town of Madurai. There is need for such a superfast train because the people of Coimbatore have been repeatedly demanding for such a superfast train.

With these words I conclude my speech and resume my seat.

15.28 hrs.

[SHRI ZAINUL BASHER *in the Chair*]

SHRI VIRDHI CHANDER JAIN (Barmer): Mr. Deputy-Speaker, Sir, I support the supplementary demands for grants of the Railways. Our Government has paid attention to the North Eastern region, which is very backward and is also a border area, and decided to sanction construction of several railway lines. Similarly, our area, which is a desert area, is also very backward area. This region continues to be ignored. Earlier also I had said in the House that there should be a railway line from Pathankot to Kandla. Railway line from Pathankot to Suratgarh and Bikaner is going to be constructed. I want that this should be extended from Bikaner to Jaisalmer, Barmer, Sanchole and Abu. There is already a broad gauge line from Abu to Ahmedabad. Hence this line should be given priority. I also want to tell you that Rajasthan Canal has reached Jaisalmer and will reach Barmer district also. This will result in increase of population. Efforts are also afoot to explore gas and petroleum at three places there in Jaisalmer, Barmer and Bikaner. It is hoped that if gas and petroleum is found there, it will be a boon for us. Therefore, I would like that construction of a railway line from Pathankot to Kandla be included in the Seventh Five Year Plan for the development of these areas so that the people of these areas may also have the benefit of Railways.

I would like to refer to another matter which I had raised in Lok Sabha recently also. The farmers of these areas are facing grave danger because of lack of proper

arrangements at the railway level crossings and that the farmers face grave risk while crossing the railway lines. It has been said in this context that the arrangements to ensure the visibility at these crossings should be made by Gram Panchayats of the area, but Gram Panchayats don't have adequate funds and hence they are unable to make these arrangements. There is a provision in the Northern Railway to make these arrangements out of the Railway Risk Security Fund. While requesting for further augmenting this fund, I also demand that arrangements should be made from this fund at the railway crossings in our area also. For instance, Bhachbar Gram Panchayat in the Barmer District has deposited adequate amount for the purpose but one year has passed and no arrangements have been made so far. Similar risk is there at Gagaria, Baitu and Aati railway crossings and similar problems exist in various parts of Rajasthan and other parts of the country. Some policy in this regard should be formulated and steps taken accordingly so that sufferings of the farmers are eliminated.

Next, I would like to welcome the new train service started from Barmer to Agra Fort but one difficulty, which we are experiencing in this regard, is that dieselisation of this train has been done from Agra Fort to Jodhpur but not further from Jodhpur upto Barmer with the result that the train cannot pick up speed. I demand that dieselisation of this train should be done beyond Jodhpur also and it should be done on priority basis. If it is not dieselised in one portion, it amounts to neglect of that area and the interest of its people. Therefore, I want that its dieselisation should be done on priority basis.

I would also like to draw the attention of the Railway Minister to the fact that Chetak Express, which runs between Delhi and Udaipur has not been dieselised so far in spite of repeated demands made in this regard. I want that this train should be dieselised without any further delay.

Most important point I want to make is that all the railway lines in Rajasthan are

narrow gauge lines and there is no broad gauge line, so much so that there is no broad gauge line even in Jaipur, the capital of Rajasthan. A decision had been taken in 1977-78 to convert Delhi-Ahmedabad railway line into broad gauge but the Planning Commission has not cleared it so far and no provision of funds has been made therefore. I request that funds should be made available and this line converted into broad gauge at the earliest so that our region may get the benefit of broad gauge line.

In the end, I would like to refer to our long-standing demand for establishing a separate zone for Rajasthan's metre gauge line with its headquarters at Jodhpur so that the people of our region may also avail themselves of all necessary amenities and facilities. With these words I support the demands for grants presented in the House.

\*SHRI R. ANNA NAMBI (Pollachi) : Mr. Chairman, Sir, I am very grateful to you for giving me this opportunity to say a few words on the Supplementary Demands for Grants of Railways on behalf of my party the All India Anna D.M.K. While extending support to the Supplementary Demands I would like to highlight a few points for the favourable consideration of the hon. Railway Minister.

During British regime a survey was conducted for rail link between Chamarajanagram and Satyamangalam. Even during those days it was realised that this line must be undertaken for opening up the backward areas in Karnataka and in Tamil Nadu. Somehow this survey report has not seen the light of the day even after 37 years of Independence. I would like to suggest that there should be a rail link between Chamarajanagram and Palani via Satyamangalam; Darapuram and Tiruppur. This will meet the long-standing demand of the people of this area. It is really necessary for meeting the growing industrial needs of Tiruppur, which is known as Manchester of India with exports of hosiery goods to many countries abroad. It will open up the backward area in Palani. Palani is a religious

centre of great reverence for the devotees of Lord Muruga. In fact, from all over the country, from North, East and West and the devotees of Muruga want to have the darshan of the deity at Palani. They are facing the handicap of rail connection to this place of devotion. Hence I demand that the railway line between Chamarajanagram and Palani must be taken up for implementation.

I would take this opportunity to suggest that Dindigul—Olavakkod Metre Gauge track should be converted into Broad gauge. The hon. friends who preceded me have referred to the problems of transshipment from metre gauge to broad gauge. Hence I demand that there should be even development of BG line throughout the country. This will alone ensure quick and long lasting industrial development.

Sir, I would refer to another genuine demand of the people of Coimbatore city, which is the next biggest in the State of Tamil Nadu, after Madras. Near Coimbatore we have the abode of Lord Muruga in Marudamalai, which is a place of sanctity for the devotees of Lord Muruga, who is worshipped as Kartikeya in Northern parts of the country. The devotees from all parts of the country visit this religious place. All of them feel unanimously that there should be a railway which in Marudamalai, as that available in Palani. The Railway Minister should look into this and do the needful in order to meet the desire of lakhs and lakhs devotees of Lord Muruga from all over the country.

With these words I conclude my speech.

[English]

SHRI SAIFUDDIN CHOWDHURY (Katwa) : I take this opportunity to draw the attention of the hon. Railway Minister to a very serious matter. Only today I had a Starred Question and in reply to that the hon. Minister stated that in the Eastern and North East Frontier Railways some casual workers and volunteers were taken in the last quarter of 1984 and they were retren-

\*The speech was originally delivered in Tamil.

ched in January 1985. There are about 3 lakhs of casual workers who are yet to be regularised all over India. Despite that, these casual workers were taken. They were taken for what purpose? We have to see the timing of their employment. That was the time of the election campaign. All over West Bengal a propaganda was unleashed to the effect that if the youth join a particular party then they will be given jobs. These employments were used for that purpose. (An Hon. Member: Have you got proof?). I have got all proof. I will tell you what was done in West Bengal in those days. Much was told than done. An atmosphere was created that everything is done in favour of West Bengal. But it was not so. There was a statement which came later from the present Minister of Railways that no regionalism will be allowed in the Railways. Now, what prompted him to give that statement? In West Bengal, nothing worthwhile was done. The Metro and Circular Railway were things which were long overdue. But an atmosphere had been created that much had been done. This would only harm the interest of that particular State and the interest of the youth. I want to know why the youth were thrown into this sort of humiliation. At first they were taken in and then they were retrenched and then again they were taken back after they squatted before the house of a Central Minister.

Sir, there are lots of allegations of nepotism, corruption and malpractices regarding employment in the different workshops of the Railways in West Bengal. A movement was unleashed there to prevent such corruptions and irregular appointments in the Railways.

I would like to know whether the Government has taken note of this thing and whether the hon. Minister will institute an Inquiry to find out and see that if anything wrong is done that should be removed. I would also like to know from him whether all the vacant posts would be filled soon and expansion will take place in the Railways in this Region so that the on-going projects are completed and more job opportunities are created. I want a categorical assurance

from the hon. Minister that the interests of the youth will be protected and better functioning of the Railways will be ensured.

DR. T. KALPANA DEVI (Warangal):  
Mr. Chairman, Sir, the only existing coach factory of the country at Perambur manufactures about 720 coaches per year. But the country's requirement of coaches is around 1200 to 1500 per annum. Therefore, there is a need for setting up of another coach factory. Earlier a view was expressed that the second coach factory may be set up in Andhra Pradesh. The Andhra Pradesh Government also proposed for the setting up of a coach factory at Kazipet in the South Central Railway region in Warangal District. In this connection, I would like to bring to the notice of the Government that in the light of the proposal for setting up of a second coach factory in Andhra Pradesh, a survey was conducted for the site selection 12 years ago. But unfortunately, it has not materialised so far. It is unfortunate that the Union Government has not been able to take decision in this regard even after 12 years. Warangal is one of the big districts of Andhra Pradesh and practically there is no industry at all. Even though it happens to be one of the big districts in Andhra Pradesh, the most distressing feature is that there is not even an industry which the people of that area can boast of. It may not be out of place if I mention that all natural resources are available for industrial development in that area. The problem of unemployment is a burning question in that district. I would therefore request the hon. Minister to look into this matter and do justice to the Warangal District and to the people of that area. I would request the Central Government kindly to consider setting up of the project which will go a long way in solving the unemployment problem as also contributing to the development of the nation as a whole. I request the hon. Prime Minister to bless the unemployed youth and the weaker section of Warangal District.

[*Translation*]

SHRI RAMASHRAY PRASAD SINGH  
(Jahanabad): Mr. Speaker, Sir, through

you, I want to draw the attention of the hon. Minister towards the supplementary demands for grants presented by him.

First of all I would like to submit that India is a federal country and she can develop if there is development in every State. Every State should get its share in the national savings, then only there can be all round development of a State. My State Bihar is backward in every respect. It has the largest number of deaf, dumb and blind people. It is far behind in regard to railway lines also. Since the Centre earns comparatively higher revenue from Bihar, it should pay more attention to it. If proper economic development of a State does not take place, the anti social elements can take advantage of this and create instability. It becomes the sole responsibility of the party in power to ensure proper economic development of every State.

Gaya district in Bihar is a place of international importance. Tourists from home and abroad come here, but the passengers face considerable difficulty due to non-existence of double railway line there. As there is no road route for it, people cannot travel by bus. In this connection I had met the former Railway Minister, Shri Kedar Pandey. He had said that it was a very important matter and he would consider it, but no attention has been paid to it so far.

I request the Railway Minister to convert Gaya-Patna single line into double line for the benefit of passengers and in the interest of the development of Bihar.

[English]

**SHRI N.P. JHANSI LAKSHMI** (Chittoor) : Sir, I request the hon. Railway Minister to take immediate action to start the construction work on Katpadi to Tirupati broad gauge line, which is a backward area. It would help the rural employment.

Further, I want sufficient allotment of funds to speed up the work of wagon workshop at Ranigunta, and 75 per cent of the jobs must be given to the local people.

Then, all express trains passing through Kuppam, must stop at Kuppam for ten minutes.

I also want the hon. Minister to give free passes to children under 15 years of age for educational tours.

Lastly, more wagons should be allotted to Chittoor for transport of jaggery.

I am thankful to you, Sir, for giving me this opportunity.

**THE MINISTER OF RAILWAYS (SHRI BANSI LAL)** : Mr Chairman, Sir, I am thankful to the hon. Members who have taken part in the debate, made their points and offered their valuable suggestions. I have taken careful note of them. I would like to assure the hon. Members that it will be my endeavour to improve the services rendered by the Railways, both in the traffic of goods and passengers. About the functioning of the Railways, I may add that in the basis of provisional data received, the freight loaded during the year upto December 1984 has been more than the previous year. Since the Railways had the capacity, the traffic would have been even more if the traffic from the core sector—iron ore for export, coal and traffic to and from steel plants—had come up as per the Plan projections. The earnings during the year have also been correspondingly more.

Some steps were taken to improve the freight services further with consequent improvement in earnings, e.g., fast freight liners called "Speed Links" have been introduced between the metropolitan cities of Delhi, Bombay, Calcutta and Madras on certain nominated days. These trains run practically through and are more or less like long distance express trains. Delivery of consignment carried by these is guaranteed as per a set time schedule failing which a refund of a part of the freight charged is given.

As part of our efforts to improve freight services, container services are being augmented. Inland container depots have already been established at Coimbatore,

Bangalore, Delhi, Guntur and Anaparati. A depot at Gauhati to get the tea traffic is being established.

In order to attract high-rated commodities to rail, special concessional station-to-station rates are being offered as also train-load concessions.

The need of passengers has also been fully kept in view. Paucity of resources due to which we are not able to provide adequate number of passenger coaches has been hampering our efforts to provide more and better services. Notwithstanding shortages of coaches, passenger services continue to be augmented by better coach utilisation and deployment. Within the available resources, efforts to improve passenger services will continue.

Punctuality in running of trains is engaging serious attention. Monitoring of important mail and express trains at the level of the Railway Board and the General Managers of the Zonal Railways has been intensified. Very soon, our Minister of State for Railways will also monitor the punctuality. Efforts in this area, are, however, seriously handicapped by the activities of the anti-social elements who not only indulge in pulling of alarm chain without any valid reason but even indulge in disconnection of hose-pipe. This is a disease—the disease of chain pulling—which is very chronic in Bihar and West Bengal, and we need the cooperation of these State Governments in this respect.

Due to paucity of resources, replacement of assets had fallen seriously in arrears. As a result, the condition of our rolling stock is not as satisfactory as we would like it which causes inconvenience and delays etc. to the passengers.

Track renewal has similarly fallen in arrears as a result of which speed restrictions have to be imposed which also adversely affect the punctuality. Likewise, the constraint in resources is seriously affecting the Railways' plans for expansion. During the Sixth Plan, against the projected requirements of Rs. 11,800 crores of the

Railways, the outlay to end of March 1985 is only about Rs. 6,500 crores. I hope that if more resources become available in the next year, it would enable the Railways to speed up important projects and take up on a larger scale, renewals and replacements.

In order to start certain urgent works which had to be taken up immediately to avail of the current working season, Rs. 91 lakhs had to be withdrawn from the contingency fund. These works are in connection with augmentation of line capacity to ensure uninterrupted communication to certain important regions ; to ensure uninterrupted supply of coal to thermal power stations ; to provide safety in some places to rail and road traffic ; and to augment day services of the railways. The supplementary demands for which I am now seeking the approval of this House is for recoupment of the amount drawn from the Contingency Fund of India.

I am also seeking the regularisation of certain excesses over grants which occurred in 1982-83. These have been scrutinised by the Public Accounts Committee and have been recommended for regularisation. At the same time, I would like to mention that measures to achieve a more efficient control over expenditure is a continuous process. I am glad that in the Railways, the excess over grants, which were as high as Rs. 247.29 crores in 1980-81 came down to Rs. 88.62 crores in 1981-82 and again to Rs. 65.05 crores in 1982-83.

Sir, Mr. Reddy has some grudge against the Railways that nothing has been spent in Andhra. In spite of severe resource constraint, even in the current year we have given additional funds by Reappropriation to the Bibinagar-Nadikude new railway line in Andhra Pradesh.

Shri Panigrahi mentioned about ticketless travelling. I agree that ticketless travelling is there. But with the help of the State Governments, we are trying to check ticketless travelling. Shri Panigrahi was also emphatic about the cleanliness of the Nilachal Express. I think that many of the hon. members have raised this point about cleanliness. I do agree with the hon. member that

cleanliness has to be improved. And we will improve it.

Shri Saha mentioned about the regularisation of casual workers. Sir, casual workers are practically taken on job for some specific purposes. Whenever that specific purpose is over, they have to be discharged. But in spite of that, we have absorbed in 1981-82, 23,500 casual workers ; in 1982-83, 20,200 casual workers and in 1983-84, 21,400 workers have been absorbed in the railways. Then Shri Saha mentioned about the Tamlu-Digha Railway line. Sir, it has not yet been cleared by the Planning Commission. If the Planning Commission clears it, we can go ahead with it. Otherwise, it is difficult for us to construct this railway line.

Shri Bairagi, the hon. member from Madhya Pradesh, mentioned about the amenities to the passengers. I do agree with him that the amenities to the passengers are not as much as they should be and we will do our best to provide the maximum possible amenities to the railway passengers. Then he pointed about crimes on the railways and he mentioned that the Railway Protection Force has not been given any authority and it has not been given any rights to catch hold of the criminals. I agree. GRP is a State subject. So, with the State Governments' help, we will try to check the crimes on the railways also. Regarding chain pulling I have already mentioned. Then he mentioned about some railway level crossing. He has mentioned particularly Bhainsana. We will go into those aspects also and I will get those cases examined.

Prof. Ranga mentioned about passenger amenities, about which I have already replied. He also mentioned about one stoppage for the Krishna Express. That will also be looked into. He mentioned about the Bibinagar-Nadikudu railway line, about which I have just replied.

Shri Krishna Iyer pleaded for new railway lines. We are doing new railway lines wherever possible, or wherever they are justified and viable, subject to availability of funds.

Shri Girdhari Lal Dogra also mentioned about the maintenance of railways. Maintenance of railways is not up to the mark, I agree. We will try to improve it. Mr Dogra also mentioned about doubling of Sonapat-Ambala and Jalandhar-Jammu lines. We will look into that also.

Shri Kabuli pleaded for the railway link with the valley, and spoke about corruption in Railways. Shri Baitha had rightly pointed out that Mr. Kabuli's Government had said that they did not require a railway ; but still we do not say 'No'. We will get the case examined.

**SHRI ABDUL RASHID KABULI :** This time Shri Shah's Government, supported by your party, wants it...

**SHRI BANSI LAL :** Shri Amar Roypradhan mentioned that we were ignoring the North-East Frontier Railway. It is not so. We have undertaken a lot of projects there, which are going on

Shri Ram Bhagat Paswan spoke about Darbhanga-Samastipur line and about punctuality of trains. About punctuality of trains, I have already spoken, and regarding the other small matters raised by the hon. Member, we will get them looked into.

**SHRI AMAR ROYPRADHAN :** Mr Chairman, Sir, with your permission, may I ask a question ?

**MR. CHAIRMAN :** Sufficient time has already been given to every hon. Member. You have raised your point, and the hon. Minister will consider it. *(Interruptions)*

**SHRI BANSI LAL :** Sir, with these words, I request the House to vote the Demands for Excess Grants (Railways) for 1982-83, and the Supplementary Demand for Grant (Railways) for 1984-85.

**MR. CHAIRMAN :** I shall now put the Demands for Excess Grants (Railways) for

1982-83 to the vote of the House. The question is :

“That the respective excess sums not exceeding the amounts shown in the third column of the Order paper be granted to the President out of the Consolidated Fund of India to make good the excess on the respective grants during the year ended 31st day of March, 1983, in respect of the following demands entered in the second column thereof :

Demand Nos. 4, 5, 6, 10, 13 and 15.”

*The Motion was adopted.*

MR. CHAIRMAN : Now we go to the Supplementary Demand for Grant (Railways) for 1984-85. Three Cut Motions have been moved to the Supplementary Demand by Shri Saifuddin Choudhury and Shri Ajit Kumar Saha. I shall put them together to the vote of the House.

*Cut Motions Nos. 2, 3 and 4 were put and negatived*

MR. CHAIRMAN : I shall now put the Supplementary Demand for Grant (Railways) for 1984-85 to the vote of the House. The question is :

“That the respective supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India to defray the charges that will come in course of payment during the year ending 31st day of March, 1985 ; in respect of the following demand entered in the second column thereof :

Demand No. 16.”

*The Motion was adopted.*

16.00 hrs.

APPROPRIATION (RAILWAYS)  
BILL\* 1985

[*English*]

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : I beg to move for leave to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1983 in excess of the amounts granted for those services and for that year.

MR. CHAIRMAN : The question is :

“That leave be granted to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1983, in excess of the amounts granted for those services and for that year.”

*The Motion was adopted.*

SHRI BANSI LAL : I introduce\*\* the Bill.

I beg to move\*\* :

“That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1983 in excess of the amounts granted for those services and for that year, be taken into consideration.”

MR. CHAIRMAN : The question is :

“That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain

\*Published in Gazette of India Extraordinary Part II Section 2 dated 24.1.85.

\*\*Introduced/moved with the recommendation of the President.

services for the purposes of Railways during the financial year ended on the 31st day of March, 1983 in excess of the amounts granted for those services and for that year, be taken into consideration."

*The Motion was adopted.*

MR. CHAIRMAN : The House will now take up clause-by-clause consideration of the Bill.

The question is :

"That clauses 2 and 3 and the Schedule stand part of the Bill."

*The Motion was adopted.*

*Clauses 2 and 3 and the Schedule were added to the Bill.*

MR. CHAIRMAN : The question is :

"That Clause 1, the Enacting Formula and the Title stand part of the Bill."

*The Motion was adopted.*

*Clause 1, the Enacting Formula and the Title were added to the Bill.*

SHRI BANSI LAL : I beg to move :

"That the Bill be passed."

MR. CHAIRMAN : The question is :

"That the Bill be passed."

*The Motion was adopted.*

APPROPRIATION (RAILWAYS)  
NO. 2 BILL,\* 1985

[English]

THE MINISTER OF RAILWAYS  
(SHRI BANSI LAL) : I beg to move for

leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1984-85 for the purposes of Railways.

MR. CHAIRMAN : The question is :

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1984-85 for the purposes of Railways."

*The Motion was adopted.*

SHRI BANSI LAL : I introduce\*\* the Bill.

I beg to move\*\* :

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1984-85 for the purposes of Railways, be taken into consideration."

MR. CHAIRMAN : The question is :

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1984-85 for the purposes of Railways, be taken into consideration."

*The Motion was adopted.*

MR. CHAIRMAN : The House will now take up clause-by-clause consideration of the Bill.

The question is :

"That Clauses 2 and 3 and the Schedule stand part of the Bill."

*The Motion was adopted.*

*Clauses 2 and 3 and the Schedule were added to the Bill.*

\*Published in Gazette of India Extraordinary Part II section 2 dated 24.1.85.

\*\*Introduced/moved with the recommendation of the President.



MR. CHAIRMAN : The question is :

“That Clause 1, the Enacting Formula and the Title stand part of the Bill.”

*The Motion was adopted.*

*Clause 1, the Enacting Formula and the Title were added to the Bill.*

SHRI BANSI LAL : I beg to move :

“That the Bill be passed.”

MR. CHAIRMAN : The question is :

“That the Bill be passed.”

*The Motion was adopted.*

16.05 hrs.

**\*SUPPLEMENTARY DEMANDS  
FOR GRANTS  
(GENERAL), 1984-85  
AND**

**\*DEMANDS FOR EXCESS GRANTS  
(GENERAL), 1982-83**

[English]

MR. CHAIRMAN : Item Nos. 21 and 22 will be taken together. For this item two hours have been allotted.

Motions moved :

“That the respective supplementary sums not exceeding the amounts on Revenue Account and Capital Account shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India to defray the charges that will come in course of payment during the year ending 31st day of March, 1985, in respect of the following demands entered in the second column thereof :

Demand Nos. 2, 3, 9, 11, 25, 43, 46, 49, 54, 56, 79, 82, 89, 91, 94 and 96.”

“That the respective excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India to make good the excess on the respective grants during the year ended 31st day of March, 1983, in respect of the following demands entered in the second column thereof :

Demand Nos. 12, 18, 20, 22, 28, 32, 35, 56, 57, 64, 94 and 98.”

(See Col. Nos. 177—180)

SHRI V. SOBHANADREESWARA RAO (Vijayawada) : While disagreeing with the proposal put forward by the Minister, I would like to place a few points for the consideration of this House, regarding the supply of fertilizers. It is grossly inadequate.

16.06 hrs.

[SHRI SHARAD DIGHE *in the Chair*]

In fact, in the matter of consumption of fertilizers our country is lagging behind, leaving apart the advanced countries, even behind several other countries, in our Asian Continent and the average for Asia, the per capita consumption is 11.9 kg. In our country it is only 8.2 kg. whereas in China, our neighbour the per capita consumption of fertilizer is 15 kg. The result is, for example, if we take the production of paddy in our country, the yield per hectare is only 2,050 kg, but that in China is 4,237 kg. In fact, for Asia the average is 2,913 kg. while Japan is standing on top with 5,629 kg. So there is every need to increase the consumption by the farmers and to make available fertilizer at subsidised prices so that the small and marginal farmers can also use the necessary quantity of fertilizer and obtain the maximum yield from the small land holding which they have.

In the Address by the President of India, our Government has boasted of an increase in the total production of food items. But when we take into consideration the increase

\*Moved with the recommendation of the President.

*Supplementary Demands for Grants (General) 1984-85 submitted  
to the Vote of Lok-Sabha*

No. of Demand	Name of Demand	Amount of Demand for Grant Submitted to the vote of the House	
1	2	3	
		Revenue Rs.	Capital Rs.
<b>MINISTRY OF AGRICULTURE</b>			
2-Agriculture		—	699,63,00,000
3-Fisheries		—	36,00,000
<b>MINISTRY OF CHEMICALS AND FERTILIZERS</b>			
9-Ministry of Chemicals and Fertilizers		150,04,08,000	7,66,90,000
<b>MINISTRY OF COMMERCE</b>			
11-Foreign Trade and Export Production		1,000	—
<b>MINISTRY OF EDUCATION AND CULTURE</b>			
25-Education		17,15,20,000	—
<b>MINISTRY OF FINANCE</b>			
43-Other Expenditure of the Ministry of Finance		6,01,000	—
<b>MINISTRY OF FOOD AND CIVIL SUPPLIES</b>			
46-Department of Civil Supplies		—	2,000
<b>MINISTRY OF HEALTH AND FAMILY WELFARE</b>			
49-Family Welfare			2,25,00,000
<b>MINISTRY OF HOME AFFAIRS</b>			
54-Other Administrative and General Services		9,00,000	—
56-Delhi		—	15,00,00,000
<b>MINISTRY OF SHIPPING AND TRANSPORT</b>			
79-Ports, Lighthouses and Shipping		—	3,00,00,000

1	2	3	
		Revenue Rs.	Capital Rs.
<b>MINISTRY OF STEEL AND MINES</b>			
	82-Department of Steel	—	160,00,00,000
<b>MINISTRY OF WORKS AND HOUSING</b>			
	89-Public Works	—	2,000
	91-Housing and Urban Development	1,000	42,00,000
<b>DEPARTMENT OF ATOMIC ENERGY</b>			
	94-Atomic Energy Research, Development and Industrial Projects	—	43,34,00,000
<b>DEPARTMENT OF ELECTRONICS</b>			
	96-Department of Electronics	—	16,00,00,000

*Demand for Excess Grants (General) 1982-83 submitted to the Vote of Lok-Sabha*

No. of Demand	Name of Demand	Amount of Demand submitted to the Vote of the House
1	2	3
<b>I. EXPENDITURE MET FROM REVENUE</b>		<b>Rs.</b>
	20-Defence Services-Army	115,88,13,416
	22-Defence Services-Air Force	1,48,28,226
	28-Archaeology	3,97,476
	32-Ministry of Finance	65,78,429
	35-Taxes on Income, Estate Duty, Wealth Tax and Gift Tax	1,44,091
	56-Dadra and Nagar Haveli	1,68,214
	64-Ministry of Irrigation	52,97,716
	94-Stationery and Printing	55,99,399
<b>II. EXPENDITURE MET FROM CAPITAL</b>		
	12-Foreign Trade and Export Production	88,62,55,673
	18-Capital Outlay on Posts and Telegraphs	91,30,48,798
	57-Lakshadweep	60,564
	98-Department of Electronics	40,39,002

in population the per capita availability has not increased. So, to enable every person in this country to have adequate food we should make all out efforts to increase the availability of fertilizers and in this regard, I am very sorry to state that while the Government has agreed to set up a fertilizer plant at Kakinada, long back, till now concrete steps have not been taken in this regard and the project has not made much headway. I request the Government to take all necessary steps in this regard and see that the fertilizer factory at Kakinada makes good progress.

Another point which I would like to stress is regarding education. In the morning we had a small discussion regarding elementary education.

Though it is one of the items in the Directive Principles, even now there is large percentage of drop-outs at the elementary education level. So, to increase literacy and to decrease the percentage of drop-outs at elementary level, our State Government headed by Shri N T. Rama Rao, is implementing the mid-day meal programme for elementary school children by spending nearly Rs. 56 crores. It is benefiting nearly 1.2 crore elementary level school children. It is doing in order to see that the percentage of children who attend these schools, increase considerably thereby reducing illiteracy. While taking up several welfare measures, it is becoming difficult to finance such of the schemes. Since education is in the Concurrent List, I request the Government of India to help financially the Government of Andhra Pradesh and any other Government like Tamil Nadu which takes up such a step to increase the percentage of children attending the elementary level of education. I request the Central Government to help our A.P. Government in particular.

With these words, I thank you for giving me the time to participate in this debate.

[Translation]

SHRI BRAHMA DUTT (Tehri Garhwal) : Mr. Chairman, Sir, I would like

to submit that while presenting the Budget for 1984-85, the Finance Minister had announced in his budget speech that he would show special consideration and recommend special assistance to States which observed financial discipline.

Financial discipline meant no overdraft and full utilisation of plan expenditure allocation. With this intention new schemes were implemented in some States and some States fully utilised the plan expenditure provision. If this announcement which is effective for this financial year only is not honoured, it will not be possible to make any financial provision during the next year. If these States are not granted the benefit, as announced during the current financial year, they would join the category of undisciplined States next year. I, therefore, humbly request the hon. Finance Minister to honour this announcement and assurance.

Financial discipline means adherence to prescribed limit of overdraft and full utilization of plan expenditure allocation. My State Uttar Pradesh also falls in this category. We have not exceeded the limit of overdraft during the last four years and have observed strict financial discipline. We have spent the full amount allocated for our Plan. Therefore, we may hope that special assistance will be given to us according to this announcement. In anticipation of the special assistance we had spent money on essential items in the interest of the State. Therefore, I request that this announcement may please be implemented and we may be sanctioned special aid.

Secondly, apart from Central assistance, there are schemes of which the States are expected to meet the full expenditure and then the Centre meets its share by way of reimbursement. We receive loan in lieu of National savings which takes quite some time and till that time the State budget reflects a deficit. So, I would like to make a request to the Finance Minister that amount of Central assistance allocated, contribution of the Centre in the Central Schemes of a State and the amount to be given to States

in lieu of National Savings should be released in time so that the States which are not indisciplined or which do not want to indulge in indiscipline may not have to face deficit and difficulty. These are the only two submissions which I wanted to make. Now it is the month of January, which is the right time to fulfil that assurance. I hope the Finance Minister will enlighten us on this point.

[English]

**SHRI HANNAN MOLLAH (Uluberia) :** Mr. Chairman, Sir, the new Government has come with these Supplementary Demands and this is the second time that the Government has come with Supplementary Demands after the last year's Budget. So, I want to take this opportunity to make certain comments on the activities of the Government. The first thing I would like to mention is regarding the deficit budget of this Government. While the 1984-85 Budget provided for a deficit of Rs. 1,762 crores, though it is estimated that it will be far more than that, during the period April-October last year, it rose to Rs. 3,746 crores as against Rs. 2,686 during the same period in the year before that. Huge amount has, therefore, been spent by the Government.

The second point which I would like to mention is about the Reserve Bank's study. That study shows that the Central Government has taken credit from the Reserve Bank, amounting to Rs. 1,969 crores during the period April-October, 1984. Taking the States together, they have taken only Rs. 85 crores, which means that the credit taken by the Central Government from the Reserve Bank is more than twenty times. The former Finance Minister, Mr. Mukherjee had said that this Rs. 1,700 crores deficit financing was normal, it was healthy. But it has already been doubled, and the Central Government is asking the State Governments to observe economic discipline. Is it the way to keep economic discipline by the Central Government? If it is discipline, is there any meaning of the word anarchy? So, does the Government have any moral right or authority to ask the State Governments to observe economic discipline when

they are themselves not setting an example for the same? Their own deficit is increasing every year. What it estimates in the beginning of the year, becomes double or treble at the end of the year. So, this is a serious question. If the new Government wants to advise the State Governments to observe economic discipline, they should first set some example before the States.

You know that many State Governments have many development projects, many commitments to the poorer sections, to the distressed people and they have to spend some money on those projects, but their deficit, taken together, is not more than the Central Government's deficit.

I want to draw the attention of the Hon. Finance Minister on this aspect also.

The second aspect on which I want to draw the attention of the Hon. Minister through you is that their performance in the foreign trade is not as they are claiming. The Government are claiming that the external deficit of the country has declined as a result of an improvement in exports and a decline in imports. But this is not true. The fall in the trade deficit is not much. It has been projected to have improved because foodgrains import has been much less this year. This is largely because of good weather conditions and also because the Government refused to pay remunerative prices to the agricultural procedures. But we must not lose sight of the fact that our import bill is increasing because of the import liberalisation policy in favour of the multi-nationals and big business, who are getting a free hand from the Government. That is one of the reasons for an added pressure on our balance of trade.

Another thing that has to be kept in mind is that from next year we will have to start repaying the interest on the IMF loans. This will put further pressure on our trade deficit and on our economy. This aspect will have to be kept in view in the next year's Budget.

The third thing on which I would like to draw the attention of the Hon. Minister is

the question of devaluation. It has become a continuing event in our economic sphere. The Government goes on saying that we are not devaluing the Rupee and we from this side go on saying that because of the IMF loan and because of other pressures, you are devaluing it.

It has been reported that the value of the Rupee has come down to 12 paise. I would like to tell the Hon. Minister that the Indian Rupee has devalued much more. It is clear that during the last six months, since July 1984, the external value of the Rupee has declined by 4 per cent ; and over the last ten months, the decline has been 11 per cent. Such a rapid decline over such a short period tantamounts to de-facto devaluation and that it has contributed to the worsening of the trade deficit. I would request the hon. Minister to clarify this aspect while replying. Can the Government deny that this is not happening and how this fits into the package of the IMF economic adjustments ?

Fourthly, I would say a few words about the price situation. The Government have even misused the Presidential Address to mislead the people on the price situation. It tries to tell the people that price rise has been checked : The President's Address says :

“There has been a considerable improvement in the price situation.”

But what is the reality, I ask. The official whole-sale price index with 1970-71 as the base year, has increased from 306.56 in 1983 to 333.12 in 1984. Between January, 1984 and December, 1984, the index went up from 320 to 337. This figure suggest that the rate of prices increase has been about 10% and, therefore, it is more than the figure which the President has said. It is significant that out of 360 commodities which are included in the wholesale price index, it is only 40 agricultural commodities which have shown some decline in the price. But in 206 cases, the prices have increased. Out of

that, 85 are produced by the big industrialists. Those prices have increased by more than 10%. Prices of cloth have been increased by 15%. So also, in the case of 206 commodities out of 360, prices have increased. So, the statement that the price has been checked should be properly scrutinised by this august House.

I want to draw the attention of the House to another important thing. As has been said, many States have their own responsibility, own legacy and own burden for historical reasons, for all these consequences. Members from Andhra, Tamil Nadu and many other States also have said this. So, I will request the Minister to consider this case. At least, I will request the hon. Minister to think over the issue so that they can implement the recommendations of the VIII Finance Commission in full. You know, Sir, that about Rs. 1500 crores of which the largest share is lost among these States is West Bengal which are already burdened with so many problems. I would request the hon. Minister to consider it. As you know, the question of overdraft also came up before the House. The overdraft of many States—if I am not correct, the Minister may correct me—totalled together is about Rs. 1900 crores at the moment. The U.P. is on the overdraft list. So, if the Government considers and pays back the money and implements the VIII Finance Commission's recommendations and Rs. 1500 crores are given to the States, they can come out of that hazard. They can also start a new and they can come out of the problem. I may request the hon. Minister to reconsider this overdraft question so that the States in trouble can come out of this.

With these words, I conclude my speech.

**SHRIMATI MAMTA BANERJEE** (Jadavpur) : Hon. Mr. Chairman, this is my maiden speech. I have come from West Bengal. Unity in diversity is the Indian origin, Indian philosophy. So, please allow me to speak in Bengali.

[*Translation*]

Madam Chairman, this is my maiden speech. I have come from West Bengal. Unity in diversity is our Indian philosophy. Please allow me to speak in Bengali.

I will begin with a couplet :

*"Nomo Nomo Nomo Sundari Nomo  
janani Bangobhoomi ; Gangar teer  
Snigdha Samir jeevan judale toomi"*

I have come here in the Lok Sabha as a representative of Bengal, the Bengal of Gurudev Rabindranath Tagore, the Bengal of the revolutionary poet Nazrul Islam, the Bengal of Sukanto, the Bengal of Netaji Subhash Chandra Bose, the Bengal of Desbandhu Chittaranjan Das.

I want to draw the attention of the hon. Finance Minister to some very important issues.

Madam, before starting my brief maiden speech in this august House, I seek the blessings of my elder and experienced members of this House and the good wishes of the member belonging to the younger generation.

At the very outset I want to say that I come from a very neglected area of Calcutta viz. Jadavpur where the refugee problem is a major problem. I request the Finance Minister to allocate more funds to the State Government for the economic rehabilitation of the large number of displaced persons. The 99 years lease given to them by the left front Government carries many conditions which cannot be accepted by my displaced brothers and sisters. Many of them wish to start a small business or to set up a small industry, but their rights have been curbed by this 99 years lease. My refugee brothers and sisters have the same right to live as I have. They have the same right to stand with their head held high economically as well as politically. Therefore I will again

demand that more funds may be allocated by the Finance Ministry for their proper and speedy economic rehabilitation so that they may stand up with dignity.

Madam, the left front Government of West Bengal are continuously propagating that the Central Government is not providing them with adequate funds, they are misleading and deceiving the people. We know that the Central Government and Ministry of Finance is providing enough funds but no developmental work is being done by the State Government, for the benefit of the people. The funds are being spent on their own party and political affairs. You give an opportunity to the people to know the truth. Let them know how much money has been given by the Centre for each economic project and economic development of West Bengal and how that money is being spent by the Government of West Bengal. Whether the money is being spent for the good of the people or whether that money is being misused for their own political purposes.

My third point is, we all know that grants are given for University education through the U.G.C. Now in the field of higher education, the grants given by the U.G.C. to West Bengal Government has not been properly spent. Because of the fact that the nominee of the left Front Government was not appointed as the Vice Chancellor of Calcutta University and Santosh Bhattacharya was appointed as Vice-Chancellor, the left front Government is obstructing his activities at every step and he has not been allowed to spend the grants appropriately. I request the hon. Finance Minister to look into it.

Fourthly I want to say that the funds which are allocated under NREP and IRDP programmes and given to the Panchayats have also been misused by the West Bengal Government for meeting their own party expenses and fattening their party cadres. I demand that the Finance Minister may kindly institute an enquiry in this serious matter.

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\*The speech was originally delivered in Bengali.

My fifth point is about womens' welfare, particularly about anti-dowry measures. We know that the Government has initiated several legal measures against the evil of dowry. But many women specially the poorer sections living in rural areas are not aware of these because of their illiteracy. They are not aware of the legal remedy or aid that are available to them, or how to proceed to get this legal aid. They are not at all alive to the legal remedy. I therefore request the hon. Finance Minister to allocate more funds for educating them or for any other assistance that they may need in their misery and plight. This may please be looked into.

Sixthly Madam, this is the international year of the youth. Our Prime Minister is himself a youngman. We are thankful to him and we feel proud that we have been able to give our country and the world a young and energetic Prime Minister. My appeal to him is that the stringent and harsh rules and conditions that are enforced in the matter of bank loans and self employment projects may be relaxed somewhat to help our unemployed youngmen and students. There are many poor young students who cannot afford proper education, who cannot afford medical treatment of their aged and infirm mothers and cannot share the financial burden of their families. To help these young men to stand up in society with heads held high, and to assist them in going in for self employment projects, I will again appeal for relaxation in the terms and conditions for granting bank loans to them.

My seventh point is about rural development which is the most important subject before us. Our late beloved Prime Minister gave the slogan of 'Garibi Hatao'. But our opposition parties mocked her and said 'Garib Hatao'. They said she means not to remove poverty but to remove the poor. How fallacious they were ! I want to add my voice to her and say 'Garibi Hatao'. To achieve this rural banks can play very important role. Rural banks may be opened where there are no rural banks and through all these rural banks mass loans may be arranged for the upliftment of the rural

poor, so that we may work for their betterment. I request that more mass loans may be arranged. Our biggest handicap is that in West Bengal, we cannot know about many schemes, we are not informed about anything. We, the peoples representatives, are not involved in anything in my State. I, as the representative of the people of my constituency, demand that if any rural bank is opened in my constituency, if mass loans are arranged there then I should be kept informed about it. It must be brought to our notice to enable us to function properly. With that request I conclude my brief maiden speech.

[English]

SHRI V.S. KRISHNA IYER (Bangalore South) : Mr. Chairman, Sir, it is for the first time that I am speaking on a Bill like this in this House. It is customary for the State and Central Governments to come forward with Supplementary Demands. Therefore, I would like to make some observations.

There is federal set-up in our country. Central Government is like the mother and the States are like children. It is the duty of the mother to look after her children equally and have affection equally towards all her children.

Therefore, I am sure that the new Government headed by Shri Rajiv Gandhi would look after all the States equally whether the State is ruled by the ruling party or any other party.

It is also the duty of the Central Government first of all to identify which of its children is weak or of bad health and lacking nutrition and as the mother gives special attention to such child; the Central Government should help such an under-developed State.

If all the States prosper, India prospers. Therefore, I am sure that the new Government will turn a new leaf.

I am proud that the Minister of State in the Ministry of Finance belongs to my



State. He knows the sentiments of the people of Karnataka. He knows the deficiencies of Karnataka State though it is a progressive State and it is well-administered.

The major deficiency of the State is its acute power shortage and famine conditions.

As the House is aware, the Central Government has not come to the help of Karnataka in starting any of the power plants. In the neighbouring States of Andhra Pradesh and Tamilnadu, the Central Government has established nuclear plants for power generation. A similar demand has been made by the Karnataka Government during the past several years but so far the Central Government has not taken any action in the matter. Now the Budget is being prepared and the Plan is being finalised. I now demand that it is very necessary that the Karnataka State should have a nuclear plant.

Another very important requirement for the economic development of the State of Karnataka is the establishment of the Vijayanagar Steel Plant. That has remained only a dream. This matter has been debated in this House several times. All the Members of Parliament from Karnataka are one in demanding the Central Government to see that the Vijayanagar Steel Plant is started very soon. Very recently, one of the hon. Members in the 7th Lok Sabha threatened to go on an indefinite strike. Then a hint and a hope was given that the Steel Plant would be taken up very soon.

But unfortunately even today it is only on paper. Thousands of acres of land have been acquired. But no progress has been made. Therefore, I strongly urge that the Central Government to provide adequate funds for the starting of the Vijayanagaram Steel Plant at least in the year 1985-86.

I know, this is not a general debate. Nonetheless, I want to make two or three important points.

So far as civil supplies are concerned, though public distribution is with the State

Government, unless the mother gives, how can the supply be made to the people? Unless the mother Government, the Central Government, gives us enough food and kerosene, it is impossible for the State Government to make equitable distribution. It is, of course, the responsibility of the State Government to ensure equitable distribution. But what can the State Government do when there is no supply at all from the Centre? Particularly because of inadequate supply of kerosene, we in the Karnataka State have been put to very much inconvenience; we have not been getting the quota wanted by us. I earnestly appeal to the Central Government to see that the regular supplies are made. In the President's Address it has been stated that there has been a bumper crop this year and the Central Government has buffer stocks. So, I demand that, hereafter at least, the supply of food, kerosene and other essential commodities should be made to the State well in time for distribution.

My friend from West Bengal referred to overdraft. Of course, in the case of our own State also, there is a big overdraft; I know. Why do States go in for overdraft? I am sure the Central Government is aware, particularly the Finance Ministry is aware, that overdrafts are resorted to by States, be it Andhra Pradesh or West Bengal, because of natural calamities. In Karnataka also, for the last three consecutive years, there has been drought in more than 50 per cent of the State. Unless the Central Government comes to the rescue of the State Government, they have no other way except to go in for overdraft. And when we ask for Rs. 100 crores, only about Rs. 5 to 10 crores are given. What else can the State Government do? So, I earnestly plead, I urge, that, in future, whenever there is a natural calamity in any State, the Central Government must fully reimburse the amount which is required by them to meet the challenge.

The last point I would like to make is this. Big cities like Bangalore do deserve special attention from the Centre. There are metropolitan cities like Calcutta, Bombay, Madras which have their own problems. So also the city of Bangalore

which I represent has a number of problems, but here I wish to draw the attention of the Government of India to only one problem now and that is, the acute water problem. The 35 lakhs of people there get the lowest quantity of water. The lowest quantity of water that is received by any citizen in India is the citizen in Bangalore. As you are aware, the Central Government has a special responsibility to the city of Bangalore. More than 25 per cent of the Bangalore city is under the control of the Defence Ministry, the military owns the land there ; a number of Central Government industries are there ; a number of Central Government offices are there. But not a single paisa, no grant, is given by the Centre to this metropolitan city. I mentioned about it while speaking on Railways also. In regard to water, the Government of Karnataka has already made a demand ; they have taken up the Third Stage of Cauvery by which the need of the people will be met to some extent ; that costs about Rs. 250 crores. I request the Central Government, I strongly urge, that this may please be included in the Seventh Plan and financial assistance for this scheme may also please be given.

On the other points, I will speak when there is General Discussion of the Budget. I am sure, my friend here and also the Finance Minister know the needs of our State, the State of Karnataka. When I have spoken about Karnataka State, it does not mean that the other States should not receive the attention. As I said at the beginning itself, the Central Government must look to the needs of all the States.

With these few words, I thank you, Sir, once again for the opportunity given to me.

[*Translation*]

**SHRI YOGESHWAR PRASAD (Chatra) :** Mr. Chairman, Sir, I rise to support the Supplementary Demands for Grants presented by the hon. Finance Minister. Though I know that there is no scope to say much at this stage yet I would like to draw the attention of the House to some of the problems.

The Prime Minister of India, Shri Rajiv Gandhi, while speaking has drawn the attention of the nation to the important problems before the country and he is making fresh efforts to solve them by taking all the responsibilities upon himself. He has referred to the pollution of the Ganga waters and his scheme in this regard has been hailed by the whole country. I want to draw the attention of Hon. Prime Minister and hon. Finance Minister through this House towards a problem related to pollution. Air pollution and water pollution in Chhota Nagpur are becoming a menace and I feel they are not controlled immediately, the life-space of the people of the area would gradually decrease and they would be afflicted by several diseases. As you know the Damodar river flows there and coal is washed in Dugdah Washery as a result of which a huge quantity of quality coal is lost and the water of Damodar is polluted to such an extent that it has become a danger to the life of the people of the areas where it is used for drinking purposes. Besides, I would like to say that not only the water but sand of the Damodar river also looks blackish. As such not only the best quality coal is getting submerged in that river but the natural beauty of the river is also being spoiled. Therefore, I urge that a comprehensive plan may be prepared for Damodar river also.

Sir, through you, I want to draw the attention of the Government towards the fact that air is polluted on account of coal-dust raised as a result of coal loadings into rail wagons from Chhota Nagpur coalbelt, specially from Dhanbad, grinding of coal and on account of hard coke ovens installed there. hard coke ovens in coalfields which should be run at the Government's level are not being operated but all the hard coke ovens in the Private Sector are working and are also causing large scale air pollution. Attention of this House was once drawn towards the fact that one hundred persons of the area inhale seven tonnes of coal-dust per year. As a result of competition in the Private Sector in the coal Mines and as a result of open chimneys of hard coke ovens there is coal dust and smoke in the whole

area and I feel if the Government of India do not pay urgent attention towards this, a serious situation may arise there.

Besides this air pollution, I would like to draw the attention of the hon. Minister towards my constituency as well. Chatra is an area situated at the tail end of Gaya, Hazaribag and Palamau Districts. There are only rivers and mountains in these areas and there are no roads there. Therefore, development work is impeded, although all types of minerals like coal, copper, mica, bauxite, graphite etc. are available in that area. Despite being so rich in minerals, the inhabitants of the area are in a miserable plight. They are living below the poverty line. It is the second largest and backward area in India. I had tried earlier also to press for the development of the area but no attention has been paid to it.

You would be surprised to hear that 40 per cent of the people of that area have not even seen a train. Through you, Sir, I invite the attention of the Government towards this and request that railway facility from Hazaribag to Chatra and Chatra to Gaya may be provided. Earlier also some of my friends had invited the attention of the Government towards this.

I would like to draw the attention of the Government towards 2 or 3 other things about Chatra. There is no dearth of forest wealth in the area. The Government should pay more attention to establishing forest-based as well as mineral-based industries there.

I would like to mention one more point with regard to pollution, which I forgot to mention earlier. The workers employed in the industries of the area are affected by a strange disease which is like T.B., but in fact it is not T.B. This disease is called 'Silicosis'. People die also as a result thereof, but the Government have not made any arrangements in this regard. Similarly, there is the problem of wages of the workers working in such industries. I would like to invite the attention of our hon. Finance Minister

towards this and submit that effective wage board should be set up so as to improve their plight. The Government should take immediate steps to raise the standard of living of all the workers of India.

With these words, Mr. Chairman, I thank you for allowing me to speak and I hope the hon. Finance Minister will sympathetically consider the problems which have been referred to here by me.

[English]

SHRI NARAYAN CHOUBEY (Midnapore) : Sir, it had been difficult to win majority in the recently concluded election, but it is much more difficult to improve the economy of the country. Many tall claims are being made since the new Government has come into power in this country. In our opinion, the health of the economy is not so sound as it is being claimed.

I would like to draw the attention of the Government to some of the basic facts. How is it that after this new Government has come into being the monopoly houses are very much happy and how is it that after this new Government has come into power they are showing green signals to these multinationals ? What is your stand on the Public Sector ? How is it that day in and day out top executives and other people in the Government are attacking the Public Sector ? Sir, we would like to know from the Government of India, from the Government of Shri Rajiv Gandhi, from the Government that is claimed to be result-oriented, what is their stand on the Public Sector in this country. Will you spell out to Parliament the new Industrial Policy which you are going to make ? Is it or is it not a deviation from the Industrial Policy Resolution which Jawaharlal Nehru brought in, which ushered a new era for our Industrial Development as conceived by Jawaharlal Nehru ? Sir, it is a matter of great concern to all of us that deficit financing is going on increasing. We were told that it would be somewhere around Rs. 1700 crores or so. But I think it has already crossed

Rs. 4000 crore mark and I do not think it is a sign of good health. From next year, repayment on account of debt servicing will start and presently we are paying Rs. 1000 crores and it is likely that it may cross Rs. 1500 crores or Rs. 2000 crores mark. I would also like to know from the Government about Euro-dollar loan that we have taken. What is the position of this loan? How are you going to repay the present loan?

Sir, another point I would like to raise is about the question of overdraft drawn by various States. This issue has been raised again and again. In Bengali language there is a saying that all kinds of birds pick up something or other from the streets, but only the crow is blamed. Many States have taken overdrafts. Uttar Pradesh has taken, Bihar has taken, Kerala has taken and other States have taken. This question of overdraft should be settled for ever. Let them start with a clean slate from this year. The Finance Commission has recommended Rs. 235 crores to the Government of West Bengal for this year. I have no quarrel on that. I would request them, let us start with a clean slate from this year so that this issue is not raised again and again.

Sir, India is a rich country. But a great deal of the nation's wealth is concentrated in the hands of a few. But a major percentage of the people of our country are living below the poverty line. I would like to know from the Government what steps are proposed to be taken to control black money. Prof. Ranga will bear me out if I say that a very huge amount of money is concentrated in the hands of a few and more and more money is being concentrated in the hands of Tatas, Singhanias and Birlas. Over and above that, you are inducting an M.P. belonging to Birla group, in the Rajya Sabha. Are you bringing socialism in the country? Our Constitution enjoins upon us for bringing socialism in the country. But black money is increasing by leaps and bounds in the hands of the multi-millionaires. I think the hon. Finance Minister, Shri Poojary, will explain to us as to how socialism is going to be brought in this country.

Sir, the number of people below the poverty line is increasing day by day. Of course, the figure in percentage may not show on the increasing side. But in absolute terms, the number of people below the poverty line is continuously increasing.

17.00 hrs.

PROF. N.G. RANGA : No.

SHRI NARAYAN CHOUBEY : I am talking of absolute number. What was the number of people below poverty line in 1947 and what is the number now in 1985?

PROF. N.G. RANGA : What is the total population?

SHRI NARAYAN CHOUBEY : That is why I say that in absolute number, it is growing. I do not say in percentage. You and I may be elated by sitting in this air-conditioned chamber, but you know the condition of the people amongst whom you have been working throughout your life.

Now, I come to the Seventh Plan, which is going to come up soon. What will be the gap in the resources? Some say, 40,000 crores, some say more. I would like to know from the Minister, how you are going to make up for this gap in the Plan. Are you going to resort to pruning in this Plan? If so, how do you go about?

You have set up the Fourth Pay Commission. We expected that some interim report would come in the month of October last. It was stated that the Pay Commission would be giving its interim report and also change the terms of references. Nothing is done. As you know, the prices are rising continuously. Of course, you have released some D.As after a long time and the All India Railwaymen Federation had gone to the Supreme Court and got orders that you had to release the D.A. instalments within February. And only then you have been magnanimous to release them. Anyway, I thank you for that. As I said, what about the Pay Commission

recommendations ? People in the public sector get much more than the people in the Government service. All of them go to the same market. The prices are rising. You always say that they should be disciplined and I agree, discipline is very important, but are you disciplining yourself ? When are you going to get the recommendations of the Pay Commission ?

You have the Joint Consultative Machinery, but you do not call their meetings for three years continuously. The Joint Consultative Machinery has not met for such a long time and I do not know how you know the grievances of the employees, who are your hands, legs, nose and ears.

There is one local point. I hope the hon. Minister will take note of it. I come from Kharagpur. It is a city of more than three lakhs of population. There is acute shortage of drinking water every year. One part of it is in the railways, one part is in the Defence Department and one is manned by the Municipality. When Shri Ghani Khan Choudhury was the Railway Minister, we had arrived at a programme when all these three organisations would combine their resources, and we would bring water from the river Suvarnarekha for overcome this problem. I request you to help us in this matter, so that we can pool the resources of these three organisations and to solve this problem once for all.

Lastly, the difficulty is not that you are bad, you are very good, the main difficulty is that you are following capitalist path for development. We have seen this Welfare State right from the beginning, 1947. From 1947 to some point, we had seen this, then we had the socialist pattern of State, then we have seen the 20-Point programme, then we have seen the Government that works. How did it work ? It worked beautifully. All the States are collecting money and passing that money to the Centre, and the Centre is using that money for the entire country. I do not say that you are not giving funds to States. Some States may not be satisfied with that. Some States may have better claims. But I ask : how that money is being used ? Even the life of our late

Prime Minister could not be saved in her own house. From the beginning of the welfare state upto the government that works, where the morals have gone ? For Rs. 500, for a few chips, we are selling secret documents to going out to the foreign countries. Whenever we suggested about the foreign element, CIA agents and all that, we were told not to name the CIA or the USA.

I hope this country will develop. I am one with our young Prime Minister who wants a result-oriented State. Yes, we are also for modern knowhow, we are also for modern technology. But not at the cost of our people. Otherwise what will happen ? India will be like the Latin American countries, like Mexico, full of foreign loans. Out of our 700 million people, only 70 million or only 25 million will be enjoying all the good things and we will be giving good speeches here and the country's poor people will continue to suffer. I hope Government will look into this feature and will try to come out of the capitalist path of development and I wish that they really follow the socialist path of development.

**SHRI CHINTAMANI PANIGRAHI** (Bhubaneswar) : Hon. Chairman, Sir, I would like to confine myself only to the grants which are put before the House and I rise to support the Demands for Grants which have been placed before the House by our hon. Minister.

Sir, here I would like to draw the attention of the hon. Minister that there is a serious drought condition prevailing in Orissa and there is a large-scale crop loss in about 7.56 lakhs hectares, covering 130 Blocks including my constituency, Khurda, Bhubaneswar and Nayagarh Sub-Divisions affecting 56 lakhs of people. They want sufficient funds from the Centre so that they can go in for more work and they can go in for irrigation works and other facilities in order to avoid the drought conditions. Sir, I think a memorandum has been submitted by the State Government in this regard and the hon. Minister can help us to know about it. We have asked for about 200 crores of rupees immediately so that the people and the Government can go ahead with these

programmes. I will appeal to the hon. Minister to look into this case of drought conditions in Orissa and sanction funds immediately so that the people affected by drought can overcome their problems there. Sir, in this connection, I would like to draw the attention of the hon. Minister because you have made provision for irrigation also here relating to certain projects. We have here for many long years, the Brutang Irrigation Project which has been forwarded by the State Government and it is lying here for clearance of the Central Government. It will irrigate about 40 thousand acres in the drought prone areas of my area. I hope Sir, that this will receive the attention of the hon. Minister.

Sir, I come from the Bhubaneswar city itself, the State capital of Orissa. Now, cities like Jodhpur have been declared as 'B' Class cities but not the State Capital of Orissa. For the last four years I have been pursuing the matter with the Finance Minister. The population of the State capital is more than four lakhs and it is a centre of pilgrimage and floating population in thousands is there. Again in the beginning of the year 1985, I would like to appeal to the hon. Minister to declare Bhubaneswar immediately as 'B' class city, which it deserves.

Now about 1200 crores of rupees in the Supplementary and Excess Grants have been provided in this Demand placed before the House. But, Sir I find that there is nothing so far as the weaker sections are concerned. Here I would plead before the hon. Minister because he is very much concerned about the working of the banks. And our Prime Minister has told several times that banking operations should be improved. The subsidy part which is being given to the beneficiaries of the IRDP and other programmes covered under 20-Point Programme is meant for improving the living standards of our poor people. May I know from the hon. Minister as to why this subsidy part is with the District Rural Development Agencies and then comes to the Bank? Why have they made this kind of an arrangement for which the beneficiaries are suffering and are being harassed in many ways.

Will some enquiry be made to see how many times the beneficiaries run to the DRDA and the banks for getting their subsidies, which never come? Sometimes it so happens that it is given minus the subsidies. Subsidies are eaten away, and the beneficiary gets only the loan portion. I think the hon. Minister is very much aware of it, because many complaints have also come to his notice, whenever he goes for mass distribution of loans, etc.

May I suggest this to the hon. Minister: why not have the subsidy part deposited in the pass-book of the beneficiary, so that at least he knows that he is getting so much of subsidy for the loan that he is given? We can make this arrangement; it is a better one. It can help.

The hon. Minister knows about the delay in the opening of branch post offices in a village. People want these branch post offices very much. It is only the Central Government which can do it. Only an MP can go and tell the villagers that a post office has been granted to them. There is a ban now—and this ban has been again extended upto March 1985—on the opening of new branch post offices in the countryside. This is a small matter. Opening of post offices is a developmental work. It opens up that area for communication; I mean the opening of a post office in a neglected area comes under the 20-point programme. I request the Minister to remove the ban in January, so that we can go back and tell our people that because of their mandate, we got the clearance i.e., the removal of the ban on the opening of new post offices in the countryside.

I am very happy that a budget provision of Rs. 405 crores has been made in these Demands for Grants, for the Visakhapatnam Steel Plant. I am very happy. People of that area will be very happy, and they will be grateful to the Government that this has been done. I strongly support it. May I again submit to the hon. Minister that for the second steel plant in Orissa, only Rs. 1 crore were sanctioned in 1984?

Why not have another Rs. 200 crores for this second steel plant—viz. the Neelachal Ispat Nigam, so that the work can go ahead ?

I am also very happy that Rs. 150 crores are being transferred as devolution of resources from the Centre to the States. We would like to know : the break-up of these Rs. 150 crores being transferred to the States, so that we can know which State is getting how much, out of this amount.

Here again, an attitude is being exhibited in this House : take the case of West Bengal. What is their attitude ? The attitude is that the Centre should give all the resources that it has got, and transfer them to the West Bengal Government ; and the West Bengal Government has no responsibility to raise its own resources, to find its own resources or to see that it generates its own surplus. There is no responsibility on the part of the State Government. This is a peculiar attitude, viz. that the Centre should give all its resources to the States, and the States have no responsibility. This is a peculiar attitude which I do not understand. (*Interruptions*) I hope West Bengal would like to improve its position. (*Interruptions*) I cannot understand this attitude. They say there is more deficit financing. But why is it there ? Well ; you have an overdraft of Rs. 2,000 crores, and then you ask the Centre why it is there. (*Interruptions*) I mean to say that the total overdraft is so much—not yours. (*Interruptions*) I wish I were Mr. Das Munshi, so that I could give you a befitting reply. He knows it by experience.

**SHRI PRIYA RANJAN DAS MUNSHI** (Howrah) : They have a very fine Finance Minister, who is\*\*

**SHRI CHINTAMANI PANIGRAHI** : So, I would submit that this attitude should change. The Centre is trying to see that the resources go to the States, and the States also improve. But the States should also give back the resources that the Centre is giving, so that the Centre and the States can work together.

My last point is that the Paradip Port is a very major port in Orissa. It is languishing. I request the hon. Minister that he should look into the problems of the Paradip Port, so that this major port in the eastern region comes up. You have made provision for atomic energy, power plants and also heavy water plants.

For the last many years, I have been trying to say that let us establish an atomic energy plant in the eastern part of India. I hope this will also receive your consideration. At Chatturpur, the Rare Earth Work is not progressing well. You have revised the estimate from Rs. 12 crores now to Rs. 21 crores. It should be looked into.

I support the Demands for Grants.

**PROF. SAIFUDDIN SOZ** (Baramulla) : The Excess Demands have already been recommended by the Public Accounts Committee for regularisation. It is customary to get through the Supplementary Demands for Grants in the House. So, I do not raise any objection to them. If I had time I would have raised some issues regarding policy formulation. For instance, I feel, we have a kind of patchy, development in the country. We want to do something in every sector. I feel we fritter away our resources instead of organising the take-off of the economy ; and for that, we should select some basic sectors for massive development so that we can go ahead, we forge towards a better India, economic India.

There is deficit financing. Mr. Panigrahi has raised an objection to excess drawals by the States. I don't think that is something which is objectionable. But when you compare that with the kind of inflation that is generated within the economy by deficit financing—we have no control over it and there is inflation—then there is no balanced development. I don't think it was only Mr. Ghani Khan Choudhury who had nursed his own constituency. Many Ministers have done it in their own way with the result that they have a pattern of nursing their own constituencies never caring about the backward regions in the country. So, there is no balanced development. But when we talk

\*\*Expunged as ordered by the Chair.

about the policy, I think, the Minister of State for Finance, Mr. Poojary, will look into these problems of policy formulation so that we are all clear about it.

I had a promise from the then Prime Minister about the establishment of an electronic industry in J and K State. Mr. Pranab Mukherjee also made a promise regarding agricultural sector. Unfortunately, both of those personalities are not in the House. So, I will invite Mr. Poojary's attention to the agricultural sector in J and K State. It is a very poor, a very backward State. Agriculture is in doldrums because of natural calamities. While all other States receive grant from the Central Government, J and K State-It is on record ; it is the only unfortunate State ; may be because of politics ; I do not know because one has to delve deeper to find out the causes ; which has not received finding for industrial development. In 1982, there were hailstorms, excessive rains and early snow-fall in the entire region involving HP and J and K. We forwarded an estimates of loss to the tune of Rs. 3 crores.

But not even three paise were sanctioned by the Central Government. And for the same period in 1982, you check up your records I had quoted these figures to Mr. Pranab Mukherjee and he checked up his records and he confirmed my contention in his reply to an unstarred question. For the same period in 1982, Rs. 5.69 crores were given as aid to the people of Himachal Pradesh who suffered the natural calamity of hailstorm. No money was given to the J and K State. Unfortunately, in 1984 in September and October those areas in the Northern region of Jammu and Kashmir suffered again the calamity of hailstorm particularly my constituency, Baramulla and we prepared a list regarding damages and sent a telegram to the Union Agriculture Minister—rather two telegrams—and not only because of me, but because of getting information from other sources also, the Central Government, I was told, sent a team to the Jammu and Kashmir State. But we were not allowed to meet the team, because the problem occurred in Ghulam Mohd. Shab's time, the usurper's time, the puppet

Government's time. I was a sitting M.P. but I was not able to meet that team ! Till this day the State Government has not paid anything as relief to the victims, nor has the Central Government cared to solve their problem.

Recently, in the holocaust that took place in Delhi truckloads of fruit were damaged in Delhi and claims were put forth before the State Government. The State Government said that money would be forthcoming from the Central Government and those victims also have not received a penny so far. I would request the Finance Minister to kindly look into all these problems.

Secondly, so far as the industrial sector is concerned, I am inviting your attention to the fact that in Jammu and Kashmir State no industrial development has taken place. During the last 30 years for the public sector industries the Central Government has spent Rs. 25,550 crores and the share of my State, according to the figures provided to me by the erstwhile Finance Minister, was only 0.06 per cent. I had brought these things to the notice of the then Prime Minister and in a short discussion she had said that in hilly areas and in mountainous regions there could be Electronics Industries—she was very much concerned about pollution—she wanted that we must establish pollution-free industries, in States like Himachal Pradesh and Jammu and Kashmir. I had raised a question about Baramulla, my constituency, because it was devastated in the riots in 1947. Baramulla, my constituency suffered very greatly and I had said that some electronic industry must be established in Jammu and Kashmir State, particularly in Baramulla. But we have not been heard.

Thirdly, about power ; as regards electricity, Srinagar and other towns in Kashmir receive electricity for only three hours per day, sometimes it is two and a half hours only.

You cannot imagine such a life in Delhi. And this happens in a State which has the largest power potential in the country. We have water running wastefully to Pakistan and nobody cares to harness the water resources. We have water resources to the



tune of more than 15,000 MW and our harnessed capacity is only 200 MWs. He must feel some remorse for the people of Jammu and Kashmir, who get electricity and that too in the main city for two-and-a-half hour only.

These are some of the facts which I wanted to bring to his kind notice. I feel that he will not repeat the practice of listening to Members from the opposition and customarily get these Demands passed. But it is his duty as a citizen also to ponder over what we have spoken in respect of our constituencies, make up his mind and make concerted effort to resolve these problems.

[Translation]

SHRI V. TULSIRAM (Nagarkurnool) : Mr. Deputy-Speaker, Sir, all the leaders are of the view that the condition of the poor farmers should be improved. But actually, as my hon. colleagues have mentioned, only big industrialists like Birla earn money and the farmers have to suffer.

The poor people of the villages are the worst sufferers. They do not get anything. Our hon. Minister, Shri Janardhana Poojary is present here. He had provided crores of rupees as loans from the banks to the people in Andhra Pradesh. I want to draw his attention to the working of the bank officers who sanction schemes for educated youths of villages under the 20-point programme and advise them to take loans from banks. When these people contact the bank officers for sanctioning loans and submit their papers to them they do not pay any attention to them. This situation is prevalent not only in Andhra Pradesh, Tamil Nadu or Karnataka but all over the country. So how can you improve the situation ?

You will sanction the loans under the 20-point programme and in future it may be a 25 point or 30 point programme. But today any person who approaches the bank for loan does not get it. You may prepare any points programme, but the people

are not benefited. What improvement can you make in it ?

We have young Ministers and now our young leader, Shri Rajiv Gandhi, has become the Prime Minister. We all hope that he would certainly look into the grievances of the poor and all the poor people of our country would prosper under his leadership. We may belong to Telegu Desam and our objectives and our Party may be different, but if the Government do some praiseworthy work then the members not only of Telegu Desam but of other parties also will undoubtedly cooperate with the Government. Today, after getting elected to Parliament we do not belong to Telegu Desam only. The leader of our Bharat Desam Party, Shri Ramarao has asked us to forget the Telugu Desam Party and talk of Bharat Desam in Parliament. We have to work like that and we will work like that if Shri Rajiv Gandhi ji takes the Opposition into confidence. Your Party has got thumping majority so I request that Opposition should be given due consideration.

Adequate funds are not being provided for slum clearance, as demanded by the Andhra Pradesh Government. Central Government should pay due attention to their demands. Our leader, Shri Ramarao Ji has taken steps for the welfare of lakhs of poor people under the 20-Point Programme. But it requires several crores of rupees. I request our young Prime Minister, Shri Rajiv Gandhi ji that he should provide the funds demanded by Shri Ramarao ji for the welfare of the people of Andhra Pradesh. We will all cooperate with Hon. Prime Minister for all his praiseworthy work.

I again request the Hon. Prime Minister Shri Rajiv Gandhi that he should not hesitate to work for the benefit of the poor, because the ultimate aim of the Government is to do good to the poor. With this hope, I thank him.

\*SHRI SHRIHARI RAO (Rajamundry) : Mr Deputy-Speaker, Sir, this is

my maiden speech in this august House. India is a great country. We are fortunate to be born in this country which is full of natural resources. Nature has conferred bounty on us. There are many perennial rivers flowing from the Himalayas to Cape Comarin covering the entire land. But we have to consider how well we are harnessing these great rivers. We are utilising hardly 10 per cent of the waters flowing in our rivers. (*Interruptions*) Prof. Ranga is very much here. He knows very well that farmers are the backbone of this country and justice has not been done to them in the past. Agriculture is the mainstay of our economy. From time to time many things have been said and many slogans raised about the development of our farmers. But, did our farmers benefit? No. We have got a variety of cultivable lands. It must be our endeavour to provide irrigation facility to these lands by constructing projects etc., on these rivers. Then only our farmers will get sufficient water to irrigate their land and produce more. It will give a boost to agricultural production in the country. Naturally our farmers will also prosper. Our country once again will become a very rich country. Now the question arises why no effort has been made all these years to utilise river waters in the country. Whatever has been achieved so far in this front has been very negligible. As far as our Andhra Pradesh is concerned there is a project called Polavaram project, whose foundation stone was laid years ago.

The entire project still remains only on paper. Even the foundation stone has now disappeared. This has been the fate of this project. It is not a minor project. Its benefits are not confined to our State alone. It has national significance. When completed, it will boost our economy. Hence I request that the construction of this project be given due importance by the Centre by sanctioning the required funds. This project is vital also because of the fact that it will supply water to the Visakhapatnam steel plant. The functioning of Visakhapatnam steel plant is very much dependent on this project. These two projects are thus inter-linked. Not only that. When completed this project will help in bringing lakhs of

acres of land under cultivation. The food production in the State as well as in the country will increase manifold. Needless to say, that it will improve the economic conditions of the farmers. Hence I take this opportunity to request the Central Government to take up and execute this project as a national project on a priority basis.

Another prestigious project, Telugu Ganga has unfortunately not received enough attention of the Centre. Even after 37 years of independence, it is a pity our countrymen are not getting drinking water. It is said that our country has made a lot of progress since independence. But where is that progress? Instead of gauging the progress of the country sitting here in this Parliament House, go to our villages and see the development there. You will find how horrible their conditions are. People will tell you that they do not have even water to drink, leave alone food to eat. Respected Ranga ji, knows all this very well. This has been the fate of my constituency also. Telugu Desam Government under the leadership of our beloved "Anna" has done its best to provide drinking water to our villages. It involved a huge expenditure. But undeterred, he saw to it to provide drinking water to almost every village in the State. That is the reason why the people are with "Anna" and grateful to him. I do not know why the previous successive Congress Governments which ruled the State had failed to provide drinking water to our villages. Shri N.T. Rama Rao has done what the previous Governments could not do.

The Telugu Ganga Project which provides drinking water to millions of people in addition to providing water to cultivate the land worth lakhs of acres in drought-prone areas has not yet been cleared by the Centre on the plea that it passes through some forest areas. I am not able to understand this logic. I hope at least now, the Union Government will clear this project. It will not only help the drought-prone areas of Telengana and Rayalaseema areas in our State to turn the entire belt green but also provide much needed drinking-water to the thirsty brothers in Madras in Tamilnadu.

It is an inter-State project and hence I hope again that it will receive due attention of the Centre. Thanking you for providing me this opportunity, I conclude.

[English]

**THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI JANARDHANA POOJARY) :** Mr. Deputy-Speaker, Sir, I am very grateful to the hon. Members who have taken part in this debate. I do not want to take much time of this House, but at the outset I want to make it very clear that I have taken note of the views expressed and also the suggestions made.

Our Government has been criticised and it has been stated that the performance is not satisfactory and that we have neglected the States and that the treatment meted out to the States is not that of mother to her children but that of a step-mother.

Now, let us come to the States first. It has been stated that we have given sufficient funds to the States. I will explain the real position. Out of the total income tax receipts we have to give 85 per cent to the States and from the small savings total receipts we have to give two-thirds to the States. The Budget Estimate for the current year is Rs. 2,400 crores. Out of this two thirds has to go to the States. Now, at what rate are we receiving these funds? What is the rate of interest on these small savings? I may inform the House that we are giving to the people, to those who save, 12 per cent as rate of interest, but we are charging only ten per cent from the States. Over and above the time given for repayment is twentyfive years with a moratorium of five years.

Now, I come to the subsidies that we are giving to the people and to the States. Take for example fertilisers. In the current year we are giving Rs. 1732 crores worth of subsidy both on domestic as well as on important fertilisers. On an average, the subsidy given to the farmers works out to Rs. 95 per tonne.

Now, I come to the subsidy provided on food. We are helping the poorer sections of this country. We have to give Rs. 1,400 crores as subsidy on food alone. We are giving subsidy on procurement of wheat and rice. In the case of wheat it comes to Rs. 53 per quintal i.e. 53 paise per k.g. and Rs. 60 per quintal on rice.

Take another commodity like mill-made cloth. On it we are providing subsidy worth Rs. 50 crores. On handloom we are giving Rs. 55 crores. So, total subsidy on cloth comes to Rs. 105 crores.

In order to earn foreign exchange we are providing subsidy worth Rs. 530 and odd crores on exports.

Now, coming to the post office expenses, the cost of production and handling a post card is 55 paise, while we are charging only 15 paise. Likewise in the postal department so many materials are subsidised. In total we are incurring Rs. 130 crores on this account alone.

Even in the case of Railways we are charging less and we are incurring expenditure.

Now, coming to the Integrated Rural Development Programme (IRDP), the help flowing from the Central Budget as subsidy is about Rs. 730 crores.

Now, coming to rural landless employment scheme (RLEGP), the budgetary allocation is for 100% grants for the States; it is coming about Rs. 400 crores. Sir, now coming to the educated unemployment scheme, Prime Minister's educated unemployment scheme, under this programme, we have given to the educated unemployed people about Rs. 401 crores, that is the assistance that has flowed from the banks. There also the subsidy is 25%. Then, Sir if Rs. 25,000 loan is given then about Rs. 6,250 and odd will be the subsidy. There also, we have to give subsidy. Under NREP programme also, we have to give. This is Rs. 230 crores under NREP and Rs. 216 crores under IRDP. I am correcting this figure.

Coming to the rural water supply scheme where some of the States even claim that they are giving tubewells to the people and they say that it is their own programme, there also we are giving Rs. 243 crores.

In regard to the family welfare programmes we are giving Rs. 438 crores.

Again, coming to the developmental expenditure, let us see what is happening in the States, whether we have neglected any State at all. Let us take the performance of the States. Out of Rs 100 expenditure, U.P. spends about Rs. 31 ; Rajasthan spends about Rs. 22 ; Maharashtra spends about Rs. 28 on plan. What about the performance of West Bengal ? West Bengal spends about Rs. 17. And they say that we are neglecting West Bengal. Who is responsible for this ? Is it step motherly attitude ? So far as the Sixth Plan is concerned, the Plan has provided outlay Rs. 3500 crores to the State of West Bengal. What is the expenditure during the first four years ? It is not more than Rs. 1900 crores. Who is responsible for this ? Is it the failure of the Constitution or is it the failure of the administration or is it the failure of the political will ?

Coming to Jammu and Kashmir, let us see what is the amount we are giving to Jammu and Kashmir for developmental activities. Going to the previous year, during the regime of the former Chief Minister, if Rs 100 is required for developmental activities there, we have given Rs. 112 to Jammu and Kashmir...

PROF. SAIFUDDIN SOZ : But you have not answered my point.

SHRI JANARDHANA POOJARY : I will be answering everything. I am coming to that.

PROF. SAIFUDDIN SOZ : Will you yield for half a minute ?

SHRI JANARDHANA POOJARY : I am not yielding.

PROF. SAIFUDDIN SOZ : Out of Rs. 25,50 crores invested in the public sector, what is the share of Jammu and Kashmir ? Is it not my right to put a question to the Minister ?

KUMARI MAMTA BANERJEE : No. This is not Question Hour. (*Interruptions*)

SHRI JANARDHANA POOJARY : Sir, you know the limitations under which I am replying to the debate. I am drawing the attention of the hon. Members to rule 216. As per this rule, I have to confine my reply to the Grants which are mentioned in the Supplementary Demands.

PROF. SAIFUDDIN SOZ : We have raised certain issues ; he is not answering them. I have a right to ask a question.

KUMARI MAMTA BANERJEE : He is not ready to give you an answer. It is not Question Hour. (*Interruptions*)

PROF. SAIFUDDIN SOZ : Why are you shouting ? The Minister is giving his figures. What about my figures ? (*Interruptions*)

SHRI JANARDHANA POOJARY : The hon. Member from the C.P.I made a very relevant and pertinent point. He asked, whether we are going back from the policy of public sector. I am not talking about the policy. But still I say, let us see what is our past performance as to whether we are going back from our policy of public sector. I want to bring to the notice of the House that immediately after Independence, when the first Budget was presented in 1950 or 1951, what was the share of public sector in the country. There were only 5 undertakings in the public sector with an investment of Rs. 29 crores.

17.50 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

What was the share then ? The share was 93% of the private sector. Now you have

got the public sector. What is the share ?  
The share is 7%.

*(Interruptions)*

SHRI NARAYAN CHOUBEY : It is a  
totally wrong figure.

SHRI JANARDHANA POOJARY : I am  
just bringing to your notice that the total  
investment is about.....

*(Interruptions)*

Now the investment in public sector is  
Rs. 30,039 crores. Where was Rs. 29  
crores ? The latest figure as on 31-3-83 is  
Rs. 30,039 crores.

The percentage of the private sector in the  
total capital formation was 9.5%. The public  
sector share was only 7%.

Now the percentage of share to private  
sector has been reduced to 28%. Can any-  
body say that we are against the public sec-  
tor ?

This is our first achievement.

*(Interruptions)*

What is the policy of the Government ?  
My hon. friend will be informed when the  
policy will be declared.

I would like to tell you the past history of  
the Indian National Congress. Our policy  
has never been against the public sector. On  
the contrary, we are committed to it in the  
last point of the 20-Point Programme. Our  
hon. Prime Minister has said this in his  
speech also. We are going to improve the  
efficiency of the public sector undertakings.  
That is our commitment to the nation. We  
are going to fulfil it.

*(Interruptions)*

As regards giving financial assistance to  
the weaker sections of society, the definition  
of the weaker section has been changed now.  
As per the latest definition of the weaker  
section, we are committed to give to the

weaker sections of the country from the  
banking sector, 10% of the total advances  
that are being given to the nation. It will be  
equivalent to 25% of the public sector  
banks' priority sector advances.

Now coming to our performance in the  
Integrated Rural Development Programme  
in the year 1982-83, we have been able to  
give to the weaker sections who are living  
below poverty line Rs. 713.98 crores. In the  
year, 1983-84 a sum of Rs. 774 crores have  
been given through the banks and coopera-  
tive banks.

Who is the implementing authority ? It is  
not only the bank, but the State Govern-  
ment is also there. We have to see whether  
the programme is being properly implemen-  
ted or not, and if there is any corruption, if  
it is not going to the weaker sections, if  
there are middlemen, it is the duty of the  
Government, not only the Central Govern-  
ment but the State Government also, to see  
that the best service is given to the people  
who are living below the poverty line. So far  
as the Central Government is concerned, I  
personally monitor it ; I am moving from  
place to place to see that it reaches the  
weakest among the weak in the country.  
Not only we are monitoring here, but we are  
also telling the people who are to administer,  
who have to implement it, that they should  
not harass the weaker sections, they should  
not ask for even a single paisa, they should  
not ask for even a glass of water, from the  
weaker sections. I am telling the weaker  
sections also by moving from place to place  
that it is their money which is coming to  
them. Even so far as the question of subsidy  
is concerned—which has been referred to by  
Shri Chintamani Panigrahi we are educating  
the people that this is the programme, this is  
the subsidy element which has to reach  
them, and that they have to ask for that. So  
far as the suggestion of Mr. Chintamani  
Panigrahi is concerned, we are going to look  
into that.

As I said in the beginning itself, I am con-  
fining my remarks only to the supplementary  
budget. So far as the Vizag Plant is concer-  
ned, I am bringing to the notice of the hon.

Members that about Rs. 160 crores have been provided in the supplementary budget itself.

With these words, I conclude my speech. I once again thank the hon Members who participated in the discussion.

PROF. SAIFUDDIN SOZ : I want to seek a clarification from the Minister.

MR. DEPUTY-SPEAKER : I shall now put the Supplementary Demands for Grants in respect of the Budget (General) for 1984-85, to the vote of the House...

PROF. SAIFUDDIN SOZ : I want to seek a clarification...

MR. DEPUTY-SPEAKER : No clarification now. The Minister has replied. You have also spoken.

PROF. SAIFUDDIN SOZ : I want to seek a clarification. That is my right.

*(Interruptions)*

AN HON. MEMBER : Under what rule are you seeking clarification ? You have no such right.

*(Interruptions)*

MR. DEPUTY-SPEAKER : Prof. Soz, please sit down. Please allow me to finish. There will be many other occasions when you can raise. You have already spoken.

PROF. SAIFUDDIN SOZ : He only gave some figures. That is all. We had raised many issues regarding our constituencies. He can at least say that he will look into them or he will examine. He has just brushed aside all those points. He has not responded to them. He must say something about the issues which we had raised.  
*(Interruptions)*

MR. DEPUTY-SPEAKER : I request all the hon. Members to keep quiet. The time of the House is being wasted.

PROF. SAIFUDDIN SOZ : As a Minister he has to say that he will consider those points, he will discuss with his senior colleague, he will take them to the Cabinet. He has not said anything at all.

MR. DEPUTY-SPEAKER : Please sit down. There will be many more occasions when you can raise.

18.00 hrs.

MR. DEPUTY-SPEAKER : Now the question is :

“That the respective supplementary sums not exceeding the amounts on Revenue Account and Capital Account shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India to defray the charges that will come in course of payment during the year ending 31st day of March, 1985, in respect of the following demands entered in the second column thereof :

Demand Nos. 2, 3, 9, 11, 25, 43 46, 49, 54, 56, 79, 82, 89, 91, 94 and 96.”

*The Motion was adopted.*

MR. DEPUTY-SPEAKER : I shall now put the Demands for Excess Grants. The question is :

“That the respective excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India to make good the excess on the respective grants during the year ended 31st day of March, 1983, in respect of the following demands entered in the second column thereof :

Demand Nos. 12, 18, 20, 22, 28, 32, 35, 56, 57, 64, 94 and 98.”

*The Motion was adopted.*

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18.01 hrs.

\*APPROPRIATION BILL, 1985

[English]

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI JANARDHANA POOJARY) : I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1984-85.

MR. DEPUTY-SPEAKER : The question is :

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1984-85."

*The Motion was adopted.*

SHRI JANARDHANA POOJARY : I introduce\*\* the Bill

I beg to move :\*\*

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1984-85, be taken into consideration."

MR. DEPUTY-SPEAKER : The question is :

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1984-85, be taken into consideration."

*The Motion was adopted.*

MR. DEPUTY-SPEAKER : The question is :

"That clauses 2, 3 and the Schedule stand part of the Bill."

*The Motion was adopted.*

*Clauses 2, 3 and the Schedule were added to the Bill.*

*Clause 1, the Enacting Formula and the Title were added to the Bill.*

SHRI JANARDHANA POOJARY : I beg to move :

"That the Bill be passed."

MR. DEPUTY-SPEAKER : The question is :

"That the Bill be passed."

*The Motion was adopted.*

18.04 hrs.

APPROPRIATION (NO. 2) BILL\* 1985

[English]

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI JANARDHANA POOJARY) : I beg to move for leave to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services during the financial year ended on the 31st day of March, 1983, in excess of the amounts granted for these services and for that year.

MR. DEPUTY-SPEAKER : The question is :

"That leave be granted to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services during

\*Published in Gazette of India Extraordinary, Part II Section 2 dated 24.1.85.

\*\*Introduced/moved with the recommendation of the President.

the financial year ended on the 31st day of March, 1983, in excess of the amounts granted for those services and for that year."

*The Motion was adopted.*

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI JANARDHANA POOJARY) : I introduce\*\* the Bill.

I beg to move\*\* :

"That the Bill to provide for the authorisation of appropriation of moneys out of the consolidated Fund of India to meet the amounts spent on certain services during the financial year ended on the 31st day of March, 1983, in excess of the amounts granted for those services and for that year be taken into consideration."

MR. DEPUTY-SPEAKER : The question is :

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services during the financial year ended on the 31st day of March, 1983, in excess of the amounts granted for those services and for that year, be taken into consideration."

*The Motion was adopted.*

MR. DEPUTY-SPEAKER : Now we take up clause-by-clause consideration.

The questions :

"That Clauses 2 and 3 and the Schedule stand part of the Bill."

*The Motion was adopted.*

*Clauses 2 and 3 and the Schedule were added to the Bill.*

*Clause 1, the Enacting Formula and the Title were added to the Bill.*

SHRI JANARDHANA POOJARY : I beg to move :

"That the Bill be passed."

MR. DEPUTY-SPEAKER : The question is :

"That the Bill be passed."

*The Motion was adopted.*

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18 08 hrs.

\*SUPPLEMENTARY DEMANDS FOR GRANTS (PUNJAB), 1984-85

[English]

MR. DEPUTY-SPEAKER : The House will now take up item No. 27.

Discussion and voting on the Supplementary Demands for Grants in respect of the Budget for the State of Punjab for 1984-85.

Motion moved :

"That the respective Supplementary sums not exceeding the amounts on Revenue Account and Capital Account shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of the State of Punjab to defray the charges that will come in course of payment during the year ending the 31st day of March, 1985, in respect of the following demands entered in the second column thereof :

Demand Nos. 10, 11, 12, 14, 16, 18, 19, 20, 24, 25, 26, 29, 31, 33, 34, 37, 39 and 40.

\*\*Introduced/moved with the recommendation of the President.

\*Moved with the recommendation of the President.



*Supplementary Demands for Grants (Punjab), 1984-85  
Submitted to the Vote of Lok Sabha*

No. of Demand	Name of Demand	Amount of Demand for Grant Submitted to the Vote of the House	
1	2	3	
		Revenue (Rs.)	Capital (Rs.)
10	District Administration	2,00,00,000	...
11	Police	2,80,21,000	...
12	Jails	1,18,25,000	...
14	Miscellaneous Services	2,55,12,000	...
16	Education	1,77,54,000	...
18	Medical and Public Health	50,00,000	...
19	Housing and Urban Development	...	4,44,45,000
20	Information and Publicity	18,00,000	...
24	Planning and Statistics	14,00,000	...
25	Co-operation	1,72,81,000	29,24,000
26	Agriculture	3,38,60,000	67,00,000
29	Animal Husbandry	...	8,00,000
31	Fisheries	2,00,000	...
33	Community Development	18,02,000	...
34	Industries	64,40,000	1,70,00,000
37	Road Transport	...	3,00,00,000
39	Irrigation, Drainage and Flood Control	..	78,50,000
40	Buildings	2,00,00,000	5,01,05,000

PROF. SAIFUDDIN SOZ (Baramulla) :  
Can we not take it up tomorrow, Sir ?

MR. DEPUTY SPEAKER : We have already decided. Now you may move your cut motion. You have already given notice of the cut motion. You may please move it.

PROF. SAIFUDDIN SOZ : I beg to move :

“That the Demand for a Supplementary Grant of a sum not exceeding Rs. 2,80,21,000 in respect of Police (Page 2) be reduced by Rs. 100.”

[Need to bring normalcy in the State through negotiations] (1)

“That the Demand for a Supplementary Grant of a sum not exceeding Rs. 1,18,25,000 in respect of Jail (Page 3) be reduced by Rs. 100.”

[Need to pursue the policy of peaceful negotiations] (2)

MR. DEPUTY SPEAKER : The Supplementary Demands for Grants in respect of the Budget for the State of Punjab for 1984-85 and the Cut Motions moved are before the House.

Now, Shri Satyagopal Misra.

SHRI SATYAGOPAL MISRA (Tamluk) :  
I shall speak in Bengali.

PROF. N.G. RANGA (Guntur) : How long are we sitting, Sir ?

MR. DEPUTY-SPEAKER : Upto 7 O' clock. We have already decided.

[Translation]

SHRI SATYAGOPAL MISRA (Tamluk) : \*\* Mr. Deputy-Speaker, Sir, I rise to support this Bill, though unwillingly .....

(Interruptions)

[English]

AN HON. MEMBER : Translation is not audible.

MR. DEPUTY SPEAKER : Please wait. I am looking into it. Now, Shri Sultanpuri.

[Translation]

SHRI K.D. SULTANPURI (Simla) : Mr. Deputy-Speaker, Sir, I rise to support the supplementary demands presented here in respect of Punjab. The situation in Punjab took such a turn that elections for Parliament could not be held there. So far as the economic condition of Punjab is concerned, our Government have invested a lot of money in Punjab for its proper development. This is the reason why Punjab is considered a leading State in the field of agriculture and industry. Our Government had to deploy Army in Punjab to control the situation there. Even our Prime Minister was assassinated in the same situation. Our leader, Mr. Rajiv Gandhi has said that stern action would be taken against those who resort to violence. I think, unless we take such a step, this country cannot be kept united. The Members of Parliament who have been elected to this House have kept it in mind that India's integrity and unity have to be maintained. All the industries in Punjab are running in loss. The people of that State feel that market for their production is diminishing. Himachal Pradesh has sacrificed much for the Bhakra Dam Power Project so that it could develop. Similarly, Kashmir has also sacrificed much for its development. The waters of all the rivers and streams of our State flow into the fields of Punjab. Had the law and order situation been controlled earlier, as has been done now, such a situation would not have arisen. Earlier, the opposition used to say that as a result of conspiracy of Congress, people walk in Punjab with arms in their hands. When Opposition was asked, they said that there were no arms in the Gurudwara of international fame and as such there was no danger. But when it came to light that there were extremists in the Gurudwara and arms were

\*\*The speech was originally delivered in Bengali.

being collected there in large quantity, they started dividing Hindus and Sikhs. Whose conspiracy was this? Conspirators have gone to their homes. Punjab is a neighbour State of our Himachal Pradesh. Whatever happens in Punjab affects Himachal Pradesh also. Neither Himachal Pradesh nor Haryana have got the parts of Chandigarh which were to be given to them. We said that our share may also be given to them. If there is peace in Punjab, the whole India remains quiet and our Northern India remains quiet. We have to keep in mind that had the money spent on maintaining law and order in Punjab been spent on welfare measures, the condition of that State would have been different. In that case elections would have been held there also and the representatives of that State would have been here with us. In the elections held in 1980 only one Member of Akali Dal could get into this House and others could not get elected.

So far as Anandpur Sahib Resolution is concerned, it will not be conducive to the unity of our country. Our leader has already said that this Resolution would not be accepted, because we want the country to remain united. Our Congress Government want to maintain the unity of the country. If Akalis want to uphold the integrity of the nation then talks can be held with them with open mind. They would also have to make efforts to keep the country united.

I would like to mention one thing more here. In Punjab, industries have developed, expanded and flourished. In comparison with the rest of the country, Punjab is the most developed in respect of industries. But I would like to draw your attention towards roads and bridges. There is a big river which flows from Anandpur Sahib near Ropar towards our Nalagarh Region and Punjab as well as Himachal Pradesh have to face heavy losses every year due to that river. Therefore, Punjab Government should earmark more funds, so that a bridge may be constructed from Anandpur to Dobhote. In addition, Government of India should make efforts to renovate the railway track from Sarhind to Nalagarh, which is the neighbouring area of Punjab and which is adjacent to my constituency. This railway track

was earlier used for the transportation of stones from Punjab. The Britishers had dismantled it. I want that Government of India should re-lay the line and commission it.

With these words, I support the demands which have been presented and Mr. Deputy Speaker, Sir, I want to congratulate you as you are new to this office and because you ring the bell promptly. Even now you have rung the bell. Therefore, I strongly support these demands and also thank you.

**SHRI GIRDHARI LAL VYAS (Bhilwara):** Mr. Deputy Speaker, Sir, I rise to support the supplementary demands for grants in respect of Punjab presented in the House. A major portion of the demands, submitted by the hon. Minister today, relate to law and order. These funds have been provided to strengthen the agencies which are functioning there to maintain law and order. This is necessary also, because it is the result of the efforts made by the Government to control the extremists and secessionists who are operating in and around Punjab that today there is peace in Punjab and other arrangements are also working well. Had such an action not been taken, foreign powers and their collaborators in India would have succeeded in separating that State from our country. But we should appreciate the foresightedness of our late leader, Shrimati Indira Gandhi who sacrificed her life to maintain the unity and the integrity of this country. Today we are very grateful to her. She should be praised for what she did. Thereafter, our leader Rajiv Gandhi Ji who is a young Prime Minister, when he was not the Prime Minister, had announced in Parliament that they had all rights while in India. If they want Right to Equality, we are prepared to hold talks with regard to their problems but we shall not allow secessionist tendencies to grow. We shall not tolerate such activities even for a minute. Today our leader Shri Rajiv Gandhi, who is the Prime Minister of the country, has taken steps to maintain the integrity of India. Punjab is an integral part of India. No power of the world can separate it from us. No doubt, in order to solve the problems, to mitigate the difficulties we would

hold discussions with people and find out solutions.

Mr. Sultanpuri has just now said that previously opposition parties had supported Akalis and had said that Government should accept their demands. But those demands included such demands as could not be accepted. We accepted their religious demands and with regard to their other demands, we had said that Chandigarh issue would be referred to a Tribunal and a judge of the Supreme Court or High Court would decide the matter about territory. But we would never like to talk on such demands as relate to separation of Punjab from the rest of India. We would also not encourage the presentation of such demands here.

Yesterday also I had stated that a number of people had asked the Government a number of times to accept the demands of Akali Dal. Whenever discussions have been held on Punjab, they have said that the demands of Akali Dal may be accepted and peace may be established there. The demand to separate Punjab from the rest of India can never be accepted. Whatever is said by the opposition parties in regard to this type of demand, it cannot be accepted. These people have always been inciting and provoking them.

It has been their constant endeavour to disrupt peace and unity of the country. Constant efforts have been made to divide us. Therefore, the demands submitted by them are not proper.

All types of complaints regarding police personnel deployed to maintain law and order there should be redressed by the Government.

You must have noted the allegations made against the police when the Akali Dal agitation was going on. The police was not able to take any action against those who were responsible for spreading terror, committing murders and killing innocent people. Therefore, the police should be reorganised to ensure that in future they do not dare demand separation of Punjab from India. Steps should be taken to ensure that the

police use able to take suitable action against these people.

I would like to request the hon. Finance Minister to sanction necessary funds so that the police could be reorganised. Steps should be taken to ensure strict action against people disrupting law and orders, killing innocent people and who want to separate Punjab from us. We have developed this State by spending crores of rupees. It is one of the most developed States. It has the highest per capita income. It has got the maximum of small and large scale industries. Government of India have developed this State by spending huge money on construction of dams, setting up power plants and big industries.

PROF. SAIFUDDIN SOZ : .....  
(Interruptions)

SHRI GIRDHARILAL VYAS: Prof. you fanned the fire. You held camps for them in Kashmir and tried to instigate them. These elements have been taking shelter in Kashmir also. Strict action should be taken against those who want to separate Kashmir from us. Action should be taken not only in Punjab but in Kashmir also. Action should also be taken in those States where the people want to separate those States from the country.

(Interruptions)

[English]

PROF. SAIFUDDIN SOZ : Yesterday I had said that his speech should be expunged. It was not agreed to. This is nothing but untruth.

[Translation]

SHRI GIRDHARILAL VYAS : The way your Government, Farooq Abdullah's Government, encouraged the extremists, that should be strictly dealt with.

I would like to request the hon. Finance Minister that he should fulfil the demand for reorganising the police and maintaining law and order. For this purpose, the Department should sanction whatever funds are required. Let us have a Punjab which may take the country forward. With these words I conclude my speech.

**\*SHRI SATYAGOPAL MISRA (Tamluk) :** Mr. Deputy-Speaker, Sir, the supplementary demands for grants in respect of Punjab is under discussion in this House. I rise to support it, though against my will. There are two reasons for my unwillingness. The first is, that these demands were to be discussed in the Punjab Assembly. But since the assembly there is not functioning, this is being discussed here in the Lok Sabha. The second reason is that even in the Lok Sabha there are no elected representatives from Punjab. Two members of the last Lok Sabha elected from Punjab, have come back in this Lok Sabha also but they have been re-elected from Rajasthan this time. Therefore while debating the supplementary demands of Punjab, this question naturally arises and we will all jointly hope and pray that peace and calm may soon return to Punjab and their elected representatives may join us through peaceful elections and in Punjab also a democratically elected popular Government may start functioning soon. The happenings in Punjab have been discussed here in great detail. The Government of India have also published a white paper in this connection. But, Sir, it is a matter of regret that all those who are participating in this discussion today have not gone through that white paper at all. They are constantly criticising the various opposition parties without rhyme or reason.

The basic fact is that some foreign imperialist power is helping and financing some youngmen and misleading them to turn extremists. This way they are trying to disrupt the unity and integrity of our country. But the Congress(I) party and their Government at the Centre do not have the moral courage to name that foreign imperialist power and to put them in the dock for engineering the disturbances in our country. That is why they are constantly attacking the opposition parties.

One question naturally arises as to how so much of arms and ammunition came to be accumulated in the Golden Temple? Who brought it, how was it brought? What were your intelligence agencies doing? The

ineffectiveness and failure of the intelligence department has been proved again and again. It has been proved in Punjab. It has been proved in the assassination of our late Prime Minister and it has been proved in the post assassination incidents. So you have also to share some responsibility. The Punjab problem was not in existence prior to 1980! This problem has cropped up after 1980 only. Who is responsible for creating this problem? Does not the responsibility lie with the last Government? Today when the new Prime Minister is inviting cooperation of the opposition, we, as a opposition parties are fully prepared to cooperate with him. None of us want that the unity and integrity of the country is disrupted. We all want that our Sikh brothers are not alienated, that they may come back in the mainstream of the country. We will all have to strive together to find a healthy solution to the Punjab problem. To find that solution, all those who are in responsible positions must also talk responsibly. It will not be proper for them to talk in an irresponsible manner. During the last general elections it has been said repeatedly by people in responsible positions that the opposition parties are agents and spies of foreign powers. Allegations have been made that the opposition had supported the 'Anandpur Sahib resolution'. You must be sincere in finding a solution to the Punjab problem through negotiations. We, the opposition parties have cooperated with the Central Government earlier also to solve this problem and today also we are fully prepared to cooperate with the Government.

Sir, about these supplementary demands of Punjab, the previous Speaker spoke at length about expenditure on maintaining law and order. But in the entire booklet I cannot find any law and order item. Some demands have been made here and there for some welfare schemes at various places. This does not call for any debate I will only like to ask one question in this connection. A little while ago a discussion was going on about the overdrafts of certain States. On the 18th of this month, in reply to a question in Lok Sabha, the hon. Minister of Finance said that—on 11.1.85 the amount of

\*The speech was originally delivered in Bengali.

overdraft drawn by Punjab was Rs. 92.31 crores. Now you are yourselves running the Government in Punjab. How will this problem of overdraft be solved? You are always talking about financial discipline. Let that discipline be enforced in Punjab, so that we may also learn something about financial discipline. Again talking about plan expenditure and non-plan expenditure everything is made very confusing. You should make it clear, I also want to learn as to what are the plan items and what are non-plan items of expenditure. I want to clearly understand whether 'education' will be considered a plan item or will it be included in Non-plan item? Because in relation to West Bengal, the bogey of non-plan expenditure is often raised. Most of the expenditure in West Bengal referred to as non-plan expenditure, is incurred on 'education'. Therefore this plan and non-plan business should be discussed and clarified properly.

The Central Government who are at present controlling the financial affairs of Punjab, how will they solve this overdraft problem of Punjab, I will like to know clearly from the hon. Finance Minister.

I conclude with the hope that peace and quiet will return to Punjab soon so that the unity and integrity of the country is not disrupted. Let us all cooperate and work together towards that end. Let a healthy and peaceful atmosphere return to Punjab wherein elections may be held peacefully and the people there may lead a peaceful and tension-free day to day life. Let the Sikh brothers of Punjab return to the mainstream of the country. Let the Central Government announce its decision soon on the two outstanding issues, viz., Chandigarh and the sharing of river waters. This should be done without any delay.

SHRIMATI KRISHNA SAHI (Begusarai) : Mr. Deputy-Speaker, Sir, I fully support the Punjab Appropriation Bill, 1985 presented in the House by the hon. Minister. The speech made by the hon. Member just now does not appear to have any relevance to the Appropriation Bill. A few days ago the Hon. Speaker organised some classes to educate the new M.P.s regarding proceedings of the House. It appears that the hon.

member did not think it necessary to attend the classes and did not learn anything. I mentioned yesterday and earlier also that the public had taught them a big lesson, but they did not understand it.

1984 was a year of crises and challenges for the country and our Congress Government had to undergo an acid test. Our Government came out with flying colours in this test. It has been proved by the massive mandate it got from the people. This shows that the people of the country have endorsed the policy of our Government and the action taken with regard to Punjab problem. These people have not yet learnt a lesson. All the big guns of the Opposition have lost whether it was Chandrashekhar, Hemvati-nandan Bahuguna, Devilal or Atal Bihari Vajpayee.

[English]

PROF. SAIFUDDIN SOZ : Why mention members who are not here? It is unparliamentary. They are not here to defend themselves.

PROF. N. G. RANGA : You should correct her.

[Translation]

SHRIMATI KRISHNA SAHI : Hon Prime Minister has reiterated firmly that he would not consider Anandpur Sahib Resolution. I welcome it and also fully support it. It should not be accepted when it poses danger to the unity and the integrity of the country and when it is against the Constitution. Secondly, water dispute and other matters have been referred to the Sarkaria Commission. We have also seen that by conceding the religious demands only, this problem cannot be solved. This biggest tragedy of brutal assassination of our beloved Indiraji amounts to murder of humanity. Her sacrifices are before all of us. She made a great sacrifice for the unity and the integrity of the country. The role of Gurudwara Prabandhak Committee in this matter was far from commendable, rather it was very painful. They should have atleast condemned extremism and collection of arms in the Gurudwara. But they did not do so. In these circumstances what is the guarantee that if

territorial or water dispute and other disputes are resolved piecemeal, they won't create any trouble in future for the country? Therefore, it is our request that the solution of problems should be found out simultaneously and not piecemeal. Our Government is fully competent to do so and in future also the unity and the integrity of the country would be maintained. The Government would keep it in view while taking decisions and would also take right steps. I am fully confident that the Government would succeed in this matter.

Just now, some hon. Member from Opposition was saying that Buta Singh Ji was given ticket from Rajasthan. We always respect all the religions and for us the whole country is one, its people are one and we all are citizens of India. But it will be worthwhile to observe the criterion adopted by them to give tickets, e.g., how many women have been offered the tickets or how many tickets have been offered to Sikhs. People have fully endorsed our policies and all the citizens of India shall remain united. We want to rise above casteism and regionalism. People have taught them a lesson but they do not want to learn and we are not responsible for it.

With these words I support the Punjab Appropriation Bill.

[*English*]

**SHRI N. TOMBI SINGH** (Inner Manipur) : Sir, I rise to support the Supplementary Demands for Grants for the State of Punjab.

Punjab is a strategic State. It is one of the most advanced States of the country in agriculture and many other fields, as my predecessors have rightly pointed out. But, unfortunately, it is in the grip of insurgency, the like of which is not to be seen in other States. As other hon. Speakers have pointed out, most of the demands relate to control of the law and order situation in the State. I represent a region, Manipur, where there has been insurgency for the last 3 1/2 decades. When we face insurgency and the national leaders advise our people to stop insurgency, quite possibly, the young people

there are angry because advancement of the people in other regions of the country is greater than that in our region. As I compare Punjab with our region, there is only one thing common. My region is in the north-east and Punjab is in the north-west. But it is rather a fact that we do not have many things in common. It is not the youth of Punjab who is angry. It is a very confusing situation that is prevailing. There have been attempts to blame the entire Sikh community—blanket blame. Perhaps, that is not correct. Even so, there have been tendencies from time to time to encourage people, the critics of insurgency in Punjab, to say as if the whole community, the whole State, all the people there are angry. Let us hope that it is not correct. And it is not correct also, because in our own region, the region which faces insurgency for the last 3 1/2 decades, we have our problems—problems of industry, poverty, lack of roads, bridges, lack of facilities for development. Practically there is no infrastructure for normal livelihood. The entire north-east including Assam and other places, is not considered viable from the economic point of view. When the young people of this region are angry and they adopt the insurgent way, there is a point in that. I remember when the late Prime Minister, Shrimati Indira Gandhi, was presiding over the North-Eastern Region Council in Delhi itself, she said that she could understand why the youth of the north-east particularly Manipur, Nagaland, Mizoram were angry because the other regions had advanced far ahead in all respects, particularly in industry and it was time that we should take up the developmental activities in that region with great care and speed.

When we speak of Punjab and make a reference to deployment of Army and other security forces for a solution of the insurgent movement, it has been said very rightly that military methods cannot solve these problems. They are only temporary solutions. Wherever insurgency takes place, we have to identify the particular problems as to how the unrest has taken place. We cannot generalise it. There is something special to Mizoram and also special to Manipur. Inside Manipur also—in the valley and the hills—the problems are different. Nagaland

is there. Assam is very much in grip of it in a different character. So, when we speak of Punjab, we should handle this issue in a somewhat different way.

It has been rightly pointed out that since Punjab is one of the advanced States in prosperity and is full of hope and dynamism, the methods to be applied for the solution of insurgency and extremism in Punjab should be different. Punjab being a border State, the solution should be at the highest political level. We appeal to all the political parties, particularly the Opposition parties that a time has come when they should not take advantage of the parties, the views, the conferences or the resolutions that directly or indirectly encourage extremism in Punjab. It is a time when they should have a national view and work together forgetting about their political barriers and political differences with the ruling party. With these words I express my desire for quick recovery of Punjab from the shock it has had from the spell of insurgency. It should prosper. A solution should be found which should be well thought out, well planned so that there will be no chance for incubation any further. Now apparently peace is there but this peace should not be regarded as permanent peace, as lasting peace. We should have lasting peace there and we should give no chance to any extremist group now to incubate in this State or in any other State in the country.

**SHRI V. SOBHANADREESWARA RAO (Vijayawada) :** Mr. Deputy-Speaker, Sir, it is really very painful that the Supplementary Demands for Grants are being discussed in this House. Actually, it is a task which should have been undertaken by the people elected for the Punjab Assembly but since the Assembly is kept in suspension, this issue has come before this House. But I would like to tell you that this is a very unfortunate situation because the economy of the State which is mainly responsible for taking India on the agricultural map of the world, which has been on the forefront in achieving Green Revolution, in crossing the results of several Asian and Western countries in the matter of wheat, production is now crip-

pled. A State which has attained the highest *per capita* income and where the Gandhian ideology, that is, the small-scale and cottage industry sector has advanced like anything, has now come to the present sorry state of affairs where everything has gone to the winds. I would like to remind you that apart from all this, the Punjabi people, the Sikh people are the people who are known for defending our frontiers. Actually in our Army, more than ten per cent come from Punjab and almost from every family, there will be a person who will be working in the Army. Day in and day out, in winter or in summer, they keep a vigil on the frontiers of our country. Unfortunately, now a situation has come where some misunderstandings have arisen between vast sections of the population. I believe the issues are not very intricate.

If I remember correctly, in fact, in regard to Chandigarh the concerned parties had almost come to an understanding that Chandigarh was to be given to the Punjab, but Haryana should be given the necessary financial assistance to construct its own capital. The Government of India which has spent more than hundreds of crores of rupees on Asian Games should not feel much difficulty to help Haryana in financial assistance if it is felt necessary for constructing a capital for Haryana to solve the Punjab problem.

( *Interruptions* )

Now, I come to the sharing of waters between Haryana and Punjab. Previously there was a dispute between Andhra Pradesh, Karnataka and Maharashtra on sharing of water of the Krishna River. Bachawat Tribunal was instituted to resolve this dispute. It heard the arguments of all the three State Governments. After considering all the aspects, and also considering the engineering and legal aspects, it gave an award that so much quantity of water would be shared by Maharashtra, so much by Andhra Pradesh and so much by Karnataka. All the States agreed to this award. Now, as per the Award we are utilising the water to our best uses. Similarly, regarding sharing of waters bet-



ween Punjab and Haryana a Committee like the Bachawat Tribunal can be instituted to arrive at an amicable solution.

Now, I come to the dispute regarding territorial areas. People of Andhra Pradesh are quite familiar with some problems regarding territorial areas. We were in the composite Madras State. Then Andhra was formed. Later the Nizam State was divided into three parts. Some were merged into Maharashtra, some into Karnataka and some into Andhra Pradesh. Here also there was a Committee which went into this matter and gave its verdict. So here in this case also a high-powered Committee or body can be instituted to solve the territorial problem, including that of Fazilka and Abohar.

During the last few days I have heard any number of times from any number of hon. Members regarding the Anandpur Sahib Resolution. Here I would respectfully submit that speaking one hundred times a lie does not make it a truth. We reiterate that none of the political parties represented here ever supported the Anandpur Sahib Resolution. In fact, some of the political parties asked the Central Government to take action against the extremists who were using the Golden Temple for their nefarious activities which were against the interest and safety of this country. But this Government took so much time to take action. Was it not the failure on the part of the Government of India to take timely action ?

Punjab Assembly was suspended, President's Rule was imposed and very high and efficient officers like Shri B D. Pande and others were entrusted the task of running the State. In other words the State was put directly under the control of the Central Government. It had taken the reins of the governance of the State in its hands and during that time it allowed so much quantities of ammunition and arms, including anti-aircraft missiles, into Golden Temple. One fails to understand how all this went into the Golden Temple without the knowledge of the Central Government.

What is your border security police doing ? What is your intelligence network doing ? Where is our country's defence ? Where is our country's safety ? So, I humbly submit that, all past is past. As the Prime Minister has said very recently, let us forget the past. Let us try to solve the problem of Punjab. Mr. Deputy-Speaker, I appeal to both the Akali Dal and the Government of India and all the peace loving citizens interested in the prosperity of the country to help in the solution of Punjab problem and for restoring normalcy.

I thank you for giving me an opportunity to place my view point.

**PROF. NARAIN CHAND PARASHAR** (Hamirpur) : Sir, I rise to support the Demands for Supplementary Grants submitted to this House by the Minister for Finance. The grants amount to Rs. 35.57 crores.

I would plead with the Minister, through you, that Punjab's case should not be lost simply because the State is not represented in this House and because there is no popular Government in that State. Sir, Punjab has been very much on the march to progress and it has been established by the fact that 63% of the total procurement of wheat for the entire country has been done by Punjab. I am quoting the figures for the year 1983-84. 45% of the total procurement of rice in that year has also been done by Punjab for the whole of the country. So, keeping in view these two figures, we have to salute the farmers of Punjab and also take note of the progress made in that State.

But, Sir, there are some very important things which I would like to bring to the notice of the hon. Minister for Finance. Punjab has not been getting its due. We were also part of the Punjab but fortunately our leader, Dr. Y. S. Parmar led the people of Himachal Pradesh into a beautiful State and a strong State and Indiraji inaugurated Himachal Pradesh as the 18th State of the Indian Union on the 25th of January, 1971. We are happy in our progress and in the

progress of Punjab. There are so many joint projects between with Punjab and Himachal Pradesh. Though we definitely retain our separate identity and take Himachal Pradesh on the road to progress, we would also like that Punjab should not lag behind and in this case, I would like to plead the case of Punjab for the Seventh Five Year Plan. The annual Plan for Punjab has been stagnating at Rs. 440 crores. It has been the case in 1983-84. It is also the case in 1984-85. But it is not the case with any other State. While Punjab spends the least amount on establishment on its services and more on development, it is unfortunate that this State has been subject to discrimination. Even in the case of mobilisation of additional resources, the then Minister of Finance, Shri Pranab Mukherjee was on record to say, "When the popular Government comes there which is likely to happen soon, this question can be taken up". So, in the absence of a popular government the additional resources have not been mobilised, with the result that the Punjab's economy has been stagnating and its Plan figures have been fixed. What I mean is this. In the case of other States, the Plan figure for 1983-84 has been subject to an increase for 1984-85. But in the case of Punjab, it has not been done. It has been kept at the same figure. This is what I mean by stagnation.

Secondly, now the Sixth Five Year Plan was of the order of Rs. 1957 crores. I plead with the Minister of Finance and the Planning Commission that in the Seventh Five Year Plan, Punjab should be given its due and the projected figure of Rs. 4500 crores should be adhered to. Then, Sir, there are some rail projects common to Himachal Pradesh and Punjab which have been pleaded by both the State Governments and which should be expedited. There is one project called Nangal-Talwara railway line which passes through some areas in Punjab, then in Himachal Pradesh, and then again in Punjab and as a link to that, Morinda-Chandigarh line was also suggested so that Chandigarh is brought on this line. That should also be accepted because Punjab would develop very fast if Chandigarh has been given an alternative route

from Himachal side to Pathankot, which will be a shorter route.

19.00 hrs.

The Thein Dam Project has been there for a pretty long time. For the last 20 years, nobody has paid attention to it. The catchment area comprises three States, like a triangle, Himachal Pradesh, Punjab and Jammu and Kashmir. There is a bilateral agreement between Punjab and Himachal Pradesh and between Punjab and Jammu and Kashmir. Yet the Planning Commission has only given a conditional clearance to this project. What we want is that it should not be subject to sharing of waters and power. It is a big project and the sharing is to be done within the States of the Indian Union. While the waters flow to Pakistan, we dither with our solution to this problems we do not give approval to the project and we do not execute it, with the result that the economy of the nation is suffering. I would plead with the Planning Commission to give total clearance to it. The Ministry of Finance should provide adequate funds so that the Thein Dam project is taken up on a priority basis.

Similar[y, I would also plead for more funds—funds for Punjab. The thermal power plant at Ropar was built in record time. Indira Ji laid the foundation stone and within three years it was completed. The people of Punjab have shown that they have the capacity, the aptitude and the energy to do what they want to do. Let us give them the necessary funds. Let this Parliament give funds to Punjab. If there is no Assembly in Punjab, let this Parliament, this Lok Sabha, act for the people of Punjab. Let us look after the welfare of the people of Punjab. We want the present Himachal Pradesh created on the basis of *Pahari* language and culture and the modern Punjab to prosper as good neighbours. We are against merger, as proposed by some quarters. We wish them well, as they are constituted at present.

We want the solution to Punjab problem to take place immediately so that a popular

Government is restored and, till the time a popular Government is restored, I would plead with the Minister of Finance to look from the point of view of people's representative as if he has been elected from the State of Punjab and then what he would do for the State of Punjab. That should be the approach of the Minister of Finance towards the solution of the Problems of the Punjab State.

With these words, I support the Supplementary Demands for Grants for Punjab.

**PROF. N.G. RANGA (Guntur) :** Mr. Deputy-Speaker, Sir, I do not want to go into all those details at this stage. But I would like to make an appeal to the people of Punjab and, particularly, our Sikh friends to take a leaf from the experience of Italy vis-a-vis the Papal State there and see that however much respected the high Priests are, they should be appealed to by the Sikh masses to confine their activities to their religion, religious way of looking at things and not interfere in politics as they have been doing till now.

I am extremely sorry that the high Priests have taken the line that they have taken in not positively disapproving of the tragic things that had happened and also in not disapproving the ghastly assassination that had taken place at the hands of three of their co-religionists. I strongly disapprove of their high and mighty attitude in regard to the Government of India and the people of India as a whole and going about saying that they would not allow their people to resile even by an inch or by an iota from what is known as the Anandpur Sahib Resolution. It must be understood that the core of the Anandpur Sahib Resolution is a demand for the creation of a separate State, a State which would not owe much of an allegiance to the Indian Union as a whole.

The whole of this country has already decided, excepting those areas where you did not have elections, that we are not going to allow the creation of an independent State within the Indian Union, posing itself as a rival to India. We do not want repetition of what has happened on the

eastern side of Pakistan in those days. We do not want to allow other countries to try and take advantage of this demand and this attitude of our people in Punjab in order to worsen the situation that is there between India and Pakistan. Unless they learn their lesson, they read the writing on the wall, so far as the mandate of more than 600 million people in our country is concerned, they would be making a very great mistake and they would be drawing upon our goodwill much to their harm. It is no good thinking in terms of various parties. Let us all remember the will, the feelings and the emotions, of more than 600 million people who have expressed themselves in this election. When they were voting for the Opposition or when they were voting for Government, they made it very clear.

I would like to appeal to the people of Punjab to realise what they owe to their own martyrs, to their own freedom fighters who had fought for the freedom of India. They did not fight for the freedom of Punjab alone or for Sikhs alone. They fought for the whole of India, from Bhagat Singh, right up to anybody else. They would be doing an irreparable injury to the memory of those great martyrs if they were to persist in their impossibly anti-Indian attitude.

I appeal to the priests as well as their leaders to take a lesson from the manner in which our own national leaders have behaved in regard to that resolution that was passed on the banks of Ravi in 1929 under the presidentship of Jawaharlal Nehru. Then we decided that we should have complete independence for India. But, at the same time, when we achieved our freedom, we did reconcile ourselves to our membership of the Commonwealth and also the United Nations. Similarly, they should be prepared to exercise similar statesmanship and modify their Resolution and then make themselves happy fellow members of our country.

**PROF. SAIFUDDIN SOZ (Baramulla) :** I have just now heard three brilliant speeches from Prof. N.G. Ranga, Prof. Narain

Chand Parashar and Shri Tombi Singh. It is very difficult to differ with the ideas they have expressed on Punjab. But earlier to them, Shri Girdhari Lal Vyas...

*(Interruptions)*

I have said that I have appreciated the three speeches. From these three speeches, I accept every word.

Earlier to them, Shri Girdhari Lal Vyas has spoken. He is an elderly person. I respect him. But sometimes he gives an impression that he should not be taken seriously.

Today, for once, I am requesting Mr. Deputy-Speaker and the Minister for Parliamentary Affairs here that they must go through the records.

*(Interruptions)*

He has said it in his exuberance. In one of his sentences, he held that the entire community of Kashmiris was anti-national.

SEVERAL HON. MEMBERS : Never.

PROF. SAIFUDDIN SOZ : I say that the Minister of State for Parliamentary Affairs and the Deputy-Speaker should go through the proceedings. Shri Girdhari Lal Vyas should withdraw his words.

*(Interruptions)*

The Minister of Parliamentary Affairs should go through the proceedings and expunge those remarks or else he should apologise or else I will raise a privilege motion.

*(Interruptions)*

Anyway, he withdraws any derogatory remark. He should not have gone to that extent. That is my point.

SHRI B. K. GADHVI (Banaskantha) : Right now he is saying he did not utter any word.

*(Interruptions)*

PROF. SAIFUDDIN SOZ : I entirely agree with what Prof. N.G. Ranga, Prof. Narain Chand Parashar and Shri Tombi Singh have said.

They want resolution of the Punjab problem. I also want resolution of the Punjab problem. But when I saw these figures, I paused and thought about it. All this money is meant for jails and police administration. When there is an atmosphere of violence in the country, you will have to have more jails and more jeeps for police officers, more wireless sets and more of jail administration. I feel that this is the time after the sacrifice of Shrimati Indira Gandhi—nobody can deny that she made a sacrifice because she wanted India to be united, she stood for India's integrity, and so do I and every one of us—But I suppose you cannot pump another dose of violence in Punjab. Of course, these Demands for Grants will be accepted, they will be passed just now. But kindly think over this : you cannot resolve the Punjab problem in an atmosphere of violence. So, I have moved these Cut Motions which relate to Demands Nos. 11 and 12. I want resolution of the Punjab problem under normal conditions through negotiations. I want peace in Punjab ; nothing more and nothing less. *(Interruptions)* Mr. Vyas, for a moment, kindly be serious. You are bringing in, again and again, the Anandpur Sahab Resolution. You must think of the expressions uttered by Prof. Ranga. He also talked about Anandpur Sahab Resolution, but he did not charge any one of us that we supported the Anandpur Sahab Resolution. Every time you stand up and say that the Opposition supported the Anandpur Sahab Resolution...

*(Interruptions)*

SHRI HARISH RAWAT (Almora) : Your Party has not condemned the Akali Dal for standing by the Anandpur Sahab Resolution.

*(Interruptions)*

PROF. SAIFUDDIN SOZ : We have condemned terrorism, we have condemned violence in Punjab, and we have not accepted the Anandpur Sahab Resolution. We have

not accepted the demand of the small, microscopic section in Punjab for a nationhood; it may be 'Khalistan' or it may be the Sikhs calling themselves 'Sikh Nation' or it may be Anandpur Sahib Resolution. All the three put together means a kind of secessionism, a State within the State, and that cannot be granted.

SHRI B. K. GADHVI : Was it not the position of the Opposition that the Anandpur Sahib Resolution should be discussed at the table as if it was a matter for discussion ?

*(Interruptions)*

PROF. SAIFUDDIN SOZ : I say here that we did not support the Anandpur Sahib Resolution.

When you talk of the Akalis, do you talk of Mr. Longowal or Mr. Tohra or Mr. Balwant Singh ? I had a long talk with Mr. Balwant Singh in Calcutta last year and he said that the Akali Dal and, for that matter, the Sikh Community do not stand for secessionism, they are a part of India, they will live in India and die in India. You (congressmen) did not allow me to speak on what Harkishan Singh Surjeet told to his Party men. Lt. Gen. Arora has reminded all Members of Parliament and he was speaking on behalf of the National Sikh Forum and he has requested you not to paint the Sikhs black and that they stand for India's unity and integrity. You have to accept them for their words. I must tell you that we condemn terrorism, we condemn violence and we do not accept the Anandpur Sahib Resolution. We stand for India's unity and integrity. We want you to have negotiations, peaceful negotiations. We want you to solve the Punjab problem in the Gandhian way, because the kind of force you are pumping into Punjab will not resolve the crisis and the atmosphere of bickering between the Hindus and the Sikhs will continue. We do not want that kind of a situation there. Particularly our State is the hardest hit because Punjab is our life-line; I have told you that our tourism, in fact on the entire economy, is in a shambles because of Punjab. Therefore, I press my cut motions because there is a difference in

attitude although the spirit behind the speeches made from the Treasury Benches I accept.

*[Translation]*

SHRI RAMESHWAR NEEKHRA (Hoshangabad) : Hon. Deputy-Speaker, Sir, I rise to support the Punjab Appropriation Bill 1985. I am not going to repeat all those points which have already been mentioned here. But the points Soz Sahib put forth here would have proved very helpful to solve this problem, had he put them forth earlier. I want to tell Soz Sahib through you that the role of the Opposition in such matters has been very controversial. Today you might have changed your opinion, taking into account the people's mandate and opinion in India.

*[English]*

PROF. SAIFUDDIN SOZ (Baramulla) : Go through the record. I always have the same opinion.

*[Translation]*

SHRI RAMESHWAR NEEKHRA : But, prior to this when you convened the meeting of opposition parties, you had also invited the Akali Dal and at that time Akali Dal presented Anandpur Sahib Resolution. You neither criticized nor protested against this Resolution at that time. On the contrary Farooq Abdullh Sahib always pleaded for the Akalis.

Our party and our leader, who sacrificed her life for the country, had always been praising the heroic deeds of the Sikhs. She had a good opinion about the Sikhs. She had always been of the view that the Sikhs are integral part of India. When she was asked to remove Beant Singh and Satwant Singh, Madam Indira Gandhi had said that if the Sikhs were removed from her place, they won't find a place anywhere in the country. She had such a great respect for them. So it is not correct to say that our party or our leader had the feeling that all the Sikhs were supporters of Akali Dal. Akali Dal represented a few persons and not the whole Sikh community. This has been proved fully during 1984 elections.

I do not want to go into all these things. Our Hon. leader, Rajiv Gandhi invited all the opposition parties with an open mind to come together to solve the Punjab issue. But your role has never been clear in this matter.

I want to request you that all of us should oppose the Anandpur Sahib Resolution keeping in view the national interest. We should support the demands of the Sikhs in general and also make efforts to solve their problems. If it is done, perhaps this problem may be solved early.

With these words, I oppose the cut motion you have placed before the House. A demand for Rs. five crores has been made in it to be spent on administration, jail and police which is inevitable. I thank the authorities of Punjab for demanding that amount for such a big State like Punjab which is facing a major law and order problem. Certainly, there was demoralisation in administration a year back but today it is no more there. Officers and other personnel are also trying to solve this problem. At a time when the police, the administration and the public are engaged in solving this problem, I oppose the cut motions tabled by the hon. Member with regard to those demands and I support the Punjab Budget presented here.

[English]

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI JANARDHANA POOJARY) : Mr. Deputy-Speaker, Sir, I am grateful to the hon. Members for having taken part in the Debate. I value their views and also I have noted down the suggestions made and the views expressed by them.

Sir, in the very beginning, when this Debate started, I thought that I should not touch upon the political aspect of the matter and that I should deal with only the economic aspect of the matter. Still I maintain this and I confine myself to this. But, Sir, when I heard the speech that was made by our veteran freedom fighter and old Gandhian, I am compelled to say something about the speech. Sir, here is a man who has

appealed to the people of Punjab. I am not a person who is saying anything against the views expressed by the hon. Member from Jammu and Kashmir. I share his views so far as the first part of his speech is concerned where he agreed with the expression that has been made by the three hon. Members of this august House.

Here I want to say only one thing about the situation which was prevalent in Punjab. Have our Administration, after June 1984, and the people of Punjab, risen to the occasion? The question is whether they have overcome the difficulty, the turmoil, the disturbance etc. which were there? They faced these things very bravely. Here I can tell you one thing. Even though there was disturbance, even though those things would have come in the way of the developmental activities and the economic activities of Punjab, in fact, they have not come. The credit for this goes to the people of Punjab. Here I want to make the position very clear by giving the facts.

During 1983-84, Punjab produced a record quantity of 94 lakh tonnes of wheat and 45.36 lakh tonnes of rice contributing to 62.3 per cent and 45.1 per cent respectively to the Central pool. During the year 1984-85 also, upto the 31st December, 1984, 50.03 lakh tonnes of wheat and 68.33 lakh tonnes of paddy have been procured. During the Kharif season bonus was paid to the farmers at the rate of Rs. 3 per quintal of paddy procured by the State agency. This bonus was paid along with the price directly to the farmers. An amount of Rs. 20 crores has been disbursed in this manner.

During the Sixth Five-year Plan Punjab is set to achieve an addition, which is a record addition, of 659 M.W. to its generation capacity. Now, what is their performance? Here I may bring to your notice facts about performance so far as generation is concerned. The Punjab State Electricity Board has won an award of Rs. 3.16 crores for the performance of the Guru Nanak Dev Thermal Plant, Bhatinda. The plant load factor has risen from 41.3 per cent, in 1981-82 to 57 per cent during 1983-84. The performance of the Guru Nanak Dev Thermal Plant, Bhatinda was the highest during

1983-84. It was 57 per cent plant load factor and this performance has been recorded here out of all the thermal units of the same capacity in the country.

About sterilisation, Punjab has been given a cash award of Rs. 2.5 crores for being the third best category State in respect of Family Planning.

Sir, Punjab has been given a cash of Rs. 2.5 crores for being the 'best' (Third category) State in respect of Family Planning, achieving 1,40,246 sterilisations (109.6%) compared to the target of 1,28,000.

In regard to Elementary Education and Adult Literacy, Punjab has won an award of Rs. 1.12 crores for performance in the enrolment of girls in the age group of 6-14 and adult literacy for women. Against the target of 12.02 lakh girls during 1983-84, 12.83 lakh girl students were enrolled. 74,703 women were enrolled under the Adult Education Programme, out of the total achievement of 1,13,113 (Male and Female) against the target of 1,00,000 (Male and Female).

Sir, an incentive bonus of Rs. 1.86 crores has been given to Punjab for exceeding the target for providing basic civic amenities to the Slum Population. Against the target of 1,65,000 slum dwellers, the State covered 1,90,616, giving a percentage achievement of 115.53.

**SHRI C. JANGA REDDY** (Hanamkonda) : Sir, we know all these things. We want to know how the Government is going to serve the people.

**SHRI JANARDHANA POOJARY** : Sir, we are stating the present economic condition of the State. The criticism is that this situation should not have arisen in that State and we should not have come to the present situation of discussing the Supplementary Demands for Grants for Punjab. I agree with their views. But I would like to mention what was the situation and what is the performance of the Central Government during the President's rule.

Now, in regard to the relief measures in the agricultural sector, the State Govern-

ment with the assistance of the Government of India and 'NABARD' has come out with a programme of massive cooperative credit assistance to Punjab farmers totalling Rs. 160 crores as short-term loans for the current kharif season and over Rs. 56 crores as long term cooperative loans. To remove any credit blockade due to the disturbed conditions, the Government also decided to extend the period of recovery of the short-term and the long term loans ending on the 30th June, 1984 upto the 30th September 1984 and the 31st December 1984.

Sir, from these facts, we cannot say that there is stagnation in economic development and economic activities in Punjab. But what I want to make clear here, in this august House, is that the brave farmers, the workers working in the factories in Punjab, the people who are governing the State administration have been doing their duties in an exemplary manner and they are discharging their duties along with the rest of the country and we should congratulate them on their success in all these fields. Even though there was turmoil and disturbance in the State, the people of the State did not at all deterred from the economic activities.

Here I would like to remind the hon. Members that while taking part in the debate on the Motion of Thanks to the President the hon. Prime Minister had stated that we would solve all these problems in the near future. He had also stated that he would look forward to the cooperation from the Opposition parties here in this House as also outside the House. So, it is the duty of the Opposition Party, as stated by the hon. Member from Jammu & Kashmir that they should extend their full cooperation in this regard. It is not a party issue. It has been made very clear by the hon. Prime Minister that it is a national issue. It is in the interest of the country and it is in the interest of the unity of this country that all of us sit together and make our united efforts to solve this problem.

Now, here Sir, I want to repeat again at the cost of repetition, that here is a veteran Parliamentarian, a freedom fighter aged

about 84, he spoke in the interest of the nation and in the interest of the integrity of the nation which has been endorsed by the Opposition people also. This is the voice of the nation, this is the voice of the people of this country, who endorsed it by giving a massive mandate so far as the integrity and unity of the country is concerned.

I appeal to the hon. members in the interest of the nation, let us sit together, solve this problem, negotiate and come off with a solution. This is the only request that I am making.

MR. DEPUTY SPEAKER : I shall now put the Cut Motions moved by Prof. Saifuddin Soz to the vote of the House.

*The Cut Motions No. 1 and 2 were put and negatived.*

MR. DEPUTY SPEAKER : I shall now put the Supplementary Demands for Grants (Punjab) for 1984-85 to vote.

The question is :

“That the respective Supplementary sums not exceeding the amounts on Revenue Account and Capital Account shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of the State of Punjab to defray the charges that will come in course of payment during the year ending the 31st day of March 1985, in respect of the following demands entered in the second column thereof :

Demand Nos. 10, 11, 12, 14, 16, 18, 19,  
20, 24, 25, 26, 29, 31, 33,  
34, 37, 39 and 40.”

*The Motion was adopted.*

PUNJAB APPROPRIATION BILL, 1985\*

[English]

THE MINISTER OF STATE IN THE  
MINISTRY OF FINANCE (SHRI

JANARDHANA POOJARY) : Sir, I beg to move that leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of the State of Punjab for the services of the financial year 1984-85.

MR. DEPUTY SPEAKER : The question is :

“That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of the State of Punjab for the services of the financial year 1984-85.”

*The Motion was adopted.*

SHRI JANARDHANA POOJARY : Sir, I introduce\*\* the Bill.

Sir, I beg to move\*\* :

“That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of the State of Punjab for the services of the financial year 1984-85, be taken into consideration.”

MR. DEPUTY SPEAKER : The question is :

“That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of the State of Punjab for the services of the financial year 1984-85, be taken into consideration.”

*The Motion was adopted.*

MR. DEPUTY SPEAKER : The House will now take up clause-by-clause consideration of the Bill. The question is :

“That Clauses 2 and 3 and the Schedule stand part of the Bill.”

*The Motion was adopted.*

*Clauses 2 and 3 and the Schedule were added to the Bill.*

\*Published in Gazette of India Extraordinary, Part II Section 2 dated 24.1.1985.

\*\*Introduced/moved with the recommendation of the President.



*Clause 1, the Enacting Formula  
and the Title were added to  
were added to the Bill.*

SHRI JANARDHANA POOJARY : I  
beg to move :

“That the Bill be passed.”

MR. DEPUTY SPEAKER : The question  
is :

“That the Bill be passed.”

*The Motion was adopted.*

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19.35 hrs.

MESSAGE FROM RAJYA SABHA

[*English*]

SECRETARY-GENERAL : Sir, I have  
to report the following message received  
from the Secretary-General of Rajya  
Sabha :—

“In accordance with the provisions of rule  
III of the Rules of Procedure and Con-  
duct of the Business in the Rajya Sabha,  
I am directed to enclose a copy of the  
Sugar Undertakings (Taking Over of  
Management) Amendment Bill, 1985,  
which has been passed by the Rajya  
Sabha at its sitting held on the 24th  
January 1985.”

SUGAR UNDERTAKINGS (TAKING  
OVER OF MANAGEMENT) AMEND-  
MENT BILL AS PASSED BY RAJYA  
SABHA.

[*English*]

SECRETARY GENERAL : Sir, I, lay  
on the Table of the House the Sugar Under-  
takings (Taking Over of Management)  
Amendment Bill, 1985, as passed by  
Rajya Sabha.

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19.36 hrs.

*The Lok Sabha then adjourned till Eleven  
of the Clock on Friday, January 25, 1985/  
Magha 5, 1906 (Saka).*