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Tuesday, March 19, 1985

Phalguna 28, 1906 (Saka)

LOK SABHA DEBATES (English Version)

**Second Session
(Eighth Lok Sabha)**



(Vol. I contains Nos. 1 to 10)

**LOK SABHA SECRETARIAT
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LOK SABHA DEBATES

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LOK SABHA

Tuesday, March 19, 1985/Phalguna 28, 1906

(Saka)

The Lok Sabha met at Eleven of the
Clock

[MR. SPEAKER in the Chair]

[English]

PROF. K.K. TEWARY (Buxar) :
Mr. Speaker, Sir, before you take up
the Questions, please permit me to make
a small submission.... (Interruptions).

MR. SPEAKER : Not now. After the
Question Hour.

PROF. MADHU DANDAVATE
(RAJAPUR) : You give notice under rule
388 for suspension of Question Hour.

PROF. K.K. TEWARY : I know
that.

ORAL ANSWERS TO QUESTIONS

Bengal Potteries take over

[English]

81. SHRI INDRAJIT GUPTA ;
SHRIMATI GEETA
MUKHERJEE ;

Will the Minister of INDUSTRY AND
COMPANY AFFAIRS be pleased to state :

(a) whether a Technical Committee
has examined the economic viability of
the Bengal Potteries Ltd., Calcutta ;

(b) if so, the findings thereof ;

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(c) whether his Ministry has received
a memorandum from the workers and
Staff Union of Bengal Potteries for exten-
sion of the take over period beyond the
31st March, 1985 and for immediate
nationalisation of the said concern ; and

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

THE MINISTER OF STATE IN THE
MINISTRY OF INDUSTRY AND
COMPANY AFFAIRS (SHRI ARIF
MOHAMMAD KHAN) : (a) Yes Sir.

(b) According to the findings of the
Working Group, the undertakings of
Bengal Potteries Ltd. may be viable pro-
vided certain short-term and long term
measures are taken which include :

1. induction of efficient manage-
ment ;
2. strengthening of marketing net
work ;
3. diversification of production for
the manufacture of other cera-
mic products such as glazed tiles,
vitreous China etc ;
4. guaranteed off-take of Low
Tension Insulators by Posts and
Telegraphs Deptt ;
5. rationalisation including sub-
stantial reduction of work-force ;
6. upgradation of technology ;
7. write-off of all statutory and
loan liabilities ; and
8. uninterrupted power supply.

(c) Yes, Sir.

(d) Extension of I (D & R) Act take-over period would depend on the time required by the Govt. to decide on the future disposition of the undertaking.

SHRI INDRAJIT GUPTA : Sir, this concern has been under the management of the Industries Rehabilitation Corporation for about eight and a half years now. I would like to know during this period, what steps the Government took through the IRCI for actually rehabilitating the company except to pump a large amount of money, a large dose of money. The Minister may kindly tell this House, how much money has altogether in these 8 1/2 years been given to the Managing Director of the Company, who is the old Executive Director of the same company and who was responsible for making it sick. How much money has been passed on to him and does the hon. Minister know that this gentleman—I don't wish to name him here—who has been made the Managing Director, was arrested on the 6th of July last year for alleged misappropriation of about Rs. 1.27 crores on the complaint made by the Punjab National Bank?

PROF. MADHU DANDAVATE : Then, how do you describe him as the gentleman?

SHRI INDRAJIT GUPTA : "Gentlemen" are the people who take the money out. You don't know that.

MR. SPEAKER : That is the present day definition.

SHRI INDRAJIT GUPTA : Sir, I would like to know firstly because the take-over notification expires on the 31st of March—that means in another 12 days' time only. The reply given just now is, whether the take-over will be extended or not depends on whether they can arrange to dispose of this undertaking. Have they got any scheme where within the next 12 days, they are going to announce some final decision?

If not, will they please announce that at least this period will be extended for

another six months or a year so that a time is obtained for working out a solution for this problem? Otherwise, within 12 days, you will have to denotify the company.

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) : Sir, before taking over this company for management, in 1976, the case was before the Court for liquidation. At that time, it was a closed unit. So, in order to bring it back to the running condition, the Government had to spend a lot of money. So, in 1977, IRCI sanctioned Rs. 146 lakhs for bringing it back to the working condition.

After 1977-78, the unit was working to a great extent satisfactorily because the losses were not that much. If I can give the figures, in 1977-78, the losses were only to the tune of Rs. 17 lakhs; in 1978-79, the losses were Rs. 13 lakhs; in 1979-80, the losses were only Rs. 7 lakhs and in 1980-81, the amount of loss was only Rs. 1 lakh. But suddenly, in 1981-82, the unit incurred losses to the extent of Rs. 2.27 crores and in 1982-83, this unit incurred the losses of Rs. 3.48 crores. This is a very old unit. I think, this Company is nearly over 60 years old.

Earlier, the Electricity Board and then the Posts and Telegraphs used to get their supplies of insulators from this unit. But in the meanwhile, so many small-scale sectors came in. Then, they were, as a matter of policy, were giving preference to small-scale units so far as insulators were concerned. That is how there were heavy losses during 1981-82 and 1982-83. Consistently, this unit was incurring losses.

The hon. Member is aware of the fact that the Company initially had appointed a consultant in order to find out whether this unit can be revived. They made certain recommendations. The IRCI also took a decision to appoint a Committee. That Committee also had gone into that matter and they also gave a

report. Then, at the Ministerial level, a Committee was constituted under the Chairmanship of one officer in the D.G.T.D. They also gave a report. I must admit that all these reports are there, and in all these reports, they have said that this unit can be made viable subject to such and such conditions. They have put so many conditions. But when we examine those conditions, we find that these are all theoretical recommendations and not practical recommendations.

The hon. Member wanted to know what the IRCI has done after taking over this unit. So far, the IRCI has given Rs. 7.7 crores to the Bengal Potteries after taking over.

SHRI INDRAJIT GUPTA : Sir, he has not answered my question. The period of taking-over is expiring on 31st March, 1985. Only 12 days are remaining. I wanted to know whether the Government has not already been able to make up its mind as to whether that period will be extended or whether on 31st March, they are going to wash their hands off the whole thing. Please tell us that.

MR. SPEAKER : And also about the man.

SHRI INDRAJIT GUPTA : He is a gentleman.

SHRI VEERENDRA PATIL : The period is going to expire on 31st March and, before that, the Government has to take a decision.

Recently, the hon. Member representing West Bengal—he is sitting on the other side—came to see me along with the representatives of workers. I explained the whole position to him, how the unit is incurring losses. This is a very old unit, the machinery is obsolete and there is no regular supply of power. There are so many difficulties. There is a stiff market also. It is not a monopoly market. There are so many units which have come up. I explained the whole position to him. I made an offer in the presence of the

hon. Member that if the workers are prepared to take it over and give me in writing at least saying that they are prepared to take it over in principle so that they can work out the details in consultation with the State Government or anybody else concerned and give it to me within a reasonable period, after that, I said that this will be a good ground for me to consider whether I should again approach the court for further extension.

SHRI INDRAJIT GUPTA : After 8-1/2 years and after putting about Rs. 12 crores into this concern, they now want to pass the burden on the workers because they have failed to do anything.

PROF. N.G. RANGA : Or they will close it.

SHRI INDRAJIT GUPTA : They will not be able to close it.

The hon. Minister mentioned that three or four Committees appointed at different times went into the viability of this concern and the basic recommendation of all the Committees was that provided the management is re-structured, this can be made a viable concern. If that is so, why the Government has persisted in leaving the management control of this concern in the hands of gentleman who made the unit sick in the first place and who has also been arrested on charges of embezzlement of money? Why the management has not been re-structured? Who prevented it from being done? Kindly tell us all this.

Those viability reports are lying in his files, I know. One suggestion was that insulators can be supplied to the P & T Department if they have a link up with the concern and every year they make first-class crockeries. The name of Bengal Potteries in the market is still very high. The ITDC is a Central Corporation.

MR. SPEAKER : Only their stock is low.

SHRI INDRAJIT GUPTA : They just now held very good exhibition of all their products in Park Hotel in Calcutta and ITDC is a Central Corporation which is building so many hotels, and rest houses and tourist homes and what not. Can they not make an arrangement to off-take their quality crockery from there? These things can be done. But they will not discuss any proper alternative plans with the workers or with the State Government. They should make a proper attempt to save the company, if necessary, by nationalisation. The unions there have pledged their support and cooperation if the Government nationalises the concern and the hon. Minister is not even prepared to tell us what they will do within the next 12 days.

I want to know specifically are they prepared to allow this company after the 31st March to be closed down.

SHRI VEERENDRA PATIL : All the suggestions made by the hon. Members have been examined. Not that they have not been examined and that the report that we have received has been kept by us in cold storage. Whatever report we have received, we have examined it. We have examined the reports and the recommendations contained in those reports.

For instance, the hon. Member feels that they are producing very good potteries and crockeries and there may not be any difficulty in selling them and an easy market can be found for those products.

I can quote the figures so far as ceramics production is concerned. Our experts say that so far as crockery is concerned, it can become viable if only this unit can produce 7,000 tonnes of crockery. But the requirement of the entire country is 14,000 tonnes and so many other units have come up with sophisticated technology and they are producing very good crockeries at a lesser price and I have already said that there is stiff competition. We had a discussion with ITDC. So far as crockery

is concerned, they said that they cannot be marketing agents or selling agents for Bengal Potteries and their requirement is very limited. Therefore, they were not interested. So far as Insulators Division is concerned, we approached the P & T Department and the hon. Members are aware that P & T is now going in for tele-communication and sophisticated methods and so far as their requirements are concerned, several small-scale units have already come and there is stiff competition from them because small-scale industries are enjoying certain concessions in the matter of excise duties and also sales tax. They are in a better position to compete with this unit. Therefore, they are preferring small-scale industry. They say that they may require them for a short time. After they change over to sophisticated tele-communication, their requirement may not be to that extent. I may even say for the information of the hon. House that Electricity Board where this unit is located, are also not taking their requirements from this unit. If they are taking, they are taking very little. This is the state of affairs. This unit is not getting sufficient power. They are all old and obsolete machineries. The share capital of this unit was Rs. 55 lakhs as against which the expenditure that has been incurred and the losses incurred are of the order of Rs. 20 crores. So, I do not know what to do with such a unit and now the hon. Member is finding fault with the management and with some gentleman who is sitting as Chief of the management. I am prepared to hand over management tomorrow only if somebody comes forward—I would request the hon. Member to come forward—with concrete proposals. I am here to consider.

SHRI INDRAJIT GUPTA : What about 31st March? Kindly tell us.

Are we to take our silence to mean that you are going to wash your hands off this concern? Please tell us what is your reply to that. You have not replied to that part at all.

SHRI VEERENDRA PATIL : We have to take a decision before 31st March, 1985, with regard to the future of this company. We have not yet taken a decision. It is under active consideration. We have not so far taken any decision.

SHRIMATI GEETA MUKHERJEE : Now I am very much confused, because I wrote a letter to the Prime Minister on this and he replied to me that this matter, namely, the representation of the Bengal Potteries Workers' and Staff Union, had been referred to the Department of Industrial Development. And yesterday itself I received a letter from Shri Arif Mohammad Khan saying that "various alternatives for the future disposition of M/s. Bengal Potteries Ltd. are under examination of the Government; a decision in this regard is expected to be taken early." From the statement made by the hon. Minister I really have not understood as to what are the various alternatives. He now says about handing over the management to the workers. That should really have been considered when the company was running in profit. Now, suddenly, after all these years, when it is running in loss, they are considering this. The first part of my question is this. He is avoiding answer about extension after 31st March. Since the fate of about 5,000 workers is involved in it, extension of the period is absolutely essential. I want to know whether they will extend the period. They cannot suddenly throw so many workers out of employment. I want to have a specific answer to this. Part (b) of my question is what are the various alternatives now being examined. I want to know what are the new alternatives which are under consideration.

SHRI VEERENDRA PATIL : I can spell out the alternatives. The first alternative is: if the workers are prepared to come forward, whether we should hand over the management to them. The second alternative is whether we should continue the *status quo* and extend the period of take-over. The third alternative is: if we cannot continue with this, whether we should de-

notify it before 31st March. All these are under active consideration.

PROF. MADHU DANDAVATE : Continuing the *status quo* means loss will continue.

SHRI VEERENDRA PATIL : I mean, extension of the take-over period.

SHRIMATI MAMTA BANERJEE : I want to know whether the Minister has received a joint memorandum from INTUC and other Unions of Bengal Potteries.

SHRI VEERENDRA PATIL : I have already said that all the Union leaders and their representatives had come. It is not a Party question at all. The INTUC also had represented that somehow this unit should be revived; it should not be allowed to be closed or it should not be de-notified. All these representations, we have already received.

Production of Paper based on bagasse

*82. **SHRI BALASAHEB VIKHE PATIL :** Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) whether the production of paper in the country this year is much more than the last year :

(b) if so, the break-up :

(c) how much of it is produced from bagasse ;

(d) the measures being taken to increase the production of bagasse-based paper ; and

(e) how much paper is still imported and the varieties of paper that come under this category ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS (SHRI ARIF MOHAMMAD KHAN): (a) and (b) Production paper and paper board dur-

ing 1983 and 1984 was as follows :

1983	11.97 lakh tonnes
1984	14.00 lakh tonnes

(c) During 1984 production of paper based on bagasse as raw material was 21,000 tonnes (approx.).

(d) With a view to encouraging the use of bagasse for manufacture of paper, the following policy measures have been announced by Government :

- (i) Clusters of sugar factories would be given encouragement to set up paper and/or newsprint mills, in locations close to the sugar mills.
- (ii) The additional cost of providing Coal fired boilers to the sugar factories should be borne by the paper mills.
- (iii) The financial institutions would give priority in extending assistance to such schemes in accordance with the favourable debt equity ratio that would be appropriate for investment of this order.
- (iv) As the sugar factories will have to carry stocks of coal to meet their requirement during the crushing seasons, the cost of transporting, financing and storing coal by sugar factories will be built into the cost of bagasse that will be supplied to the paper mills.
- (v) In order to off-set the higher costs arising out of boiler replacement and the substitution of bagasse by coal in sugar factory boilers, excise duty exemption would be given for writing and printing papers made with at least 75% bagasse.
- (vi) The Railways would give priority for the movement of coal to the sugar factories.

An inter-Ministerial Committee has also been recently set up to review the

progress of implementation of the above measures and to identify further steps to be taken and continuously oversee their expeditious implementation.

(e) Except for some special varieties of paper which are not manufactured in the country, no import of other varieties of paper is anticipated during 1984-85.

[Translation]

SHRI BALASAHEB VIKHE PATIL : Mr. Speaker, Sir, so far as part (e) of my question is concerned, I feel the answer given is not correct. So far as parts (a) and (b) of the question are concerned, I would like to know the number of bagasse-based paper mills functioning in the country and the number of mills out of them running in loss and the reasons therefor. What are the reasons for their running in loss despite a number of facilities provided to encourage them? What should be their capacity for becoming economically viable? Modernisation of boiler, transportation of coal etc. should be undertaken by paper mills but I feel the rebate of 75 percent in excise duty to encourage the use of bagasse is not sufficient. What action is proposed to be taken by you to give them more compensation?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) : A Committee has been set up for this purpose and they are going into this matter.

SHRI ARIF MOHAMMAD KHAN : At present it is the endeavour of Govt. to ensure more and more use of non-conventional methods in producing paper and to set up such units that may produce maximum paper through non-conventional methods. For this, government are providing a number of facilities which have been mentioned in the original reply and I have explained government policy in regard thereto. So far as their viability is concerned, the financial institutions examining their viability at the time of giving assistance

and thereafter the quantum of financial assistance to be given to a particular unit is determined. Most of these units are new and we have got no information about the number of units running in loss or profit. According to my information most of them are functioning properly. We have noted the suggestion made by an hon. Member that people may be encouraged to use more and more bagasse. We will see what action can be taken in this regard.

SHRI BALASAHEB VIKHE PATIL : So far as modernisation of sugar mills is concerned, minimum steam consumption, high pressure boilers etc. are needed. Similarly, can these technique prove more useful in case of bagasse. What is the amount of foreign exchange saved by us so far every year by the use of bagasse for producing paper? What type of paper is not produced in India and is being imported. So far as I know you are also importing newsprint from abroad.

SHRI ARIF MOHAMMAD KHAN : I have already said in the original reply that we are not importing paper from abroad.

SHRI BALASAHEB VIKHE PATIL : Pulp is being imported.

SHRI VEERENDRA PATIL : Very little quantity.

SHRI ARIF MOHAMMAD KHAN : The figures in respect of newsprint for the year 1984-85 are not available with me at the moment, but its production has been increasing every year. Barring certain special types of paper, we are neither importing any paper nor there is any need for it. But this matter is not directly linked with it. For paper production we want that forests should be protected and also that their use should be minimum. Without linking the question of import with it we want that new units be encouraged to use non-conventional methods more and more. I have already said that the Government have decided to provide facilities. Government have set up a Secretary

level inter-Ministerial Committee to review it and see how these facilities can be provided speedily.

Sugar mills use bagasse as fuel because of its low cost. Therefore, with a view to avoid its utilisation as fuel on large scale, we are trying to provide alternative fuels to them.

SHRI RAM NAGINA MISHRA ; The hon. Minister has said in his statement that they would give priority for setting up of the paper mills in areas having cluster of sugar mills. There are as many as 14 sugar mills in Deoria district of Uttar Pradesh. No other district in the country has got so many sugar mills. I would like to know whether Government propose to set up paper mills in Deoria keeping in view the large cluster of sugar mills and production of bagasse in large quantity there.

SHRI ARIF MOHAMMAD KHAN : I welcome the suggestion of the hon. Member. If any application for setting up of such a unit is received, I assure you, it would be looked into.

[English]

SHRI THAMPAN THOMAS : Sir, there is short supply of paper. The students are not getting books in time. Is there plan for the Government to allow small scale industry to come up in paper industry?

SHRI ARIF MOHAMMAD KHAN : Many small plants are working. They are producing paper but in many cases because of the smallness of the size of the plant they were not economically feasible and many of them got closed down. Since most of them are in the private sector we can only try to help them to run their units profitably.

Setting up of Ammonia/Urea Plants
based on Bombay High Gas

*83. **SHRI K.P. UNNIKRIISHNAN :** Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether Government have appro-

ved and finalised the technical consultancy arrangements for ammonia/Urea plants to be set up based on Bombay High Gas ;

(b) if so, the details thereof ; and

(c) the particular qualifications of foreign technical consultancy firms and levels of their technology and experience in Indian conditions ?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) : (a) to (c). A statement is laid on the Table of the House.

Statement

(a) and (b). Government has so far approved the technical consultancy arrangements for Ammonia/Urea Plants for the following new fertilizer projects being set up based on Bombay High Gas :

1. Vijaipur Fertilizer Project, M.P.
2. Aonla Fertilizer Project, U.P.
3. Jagdishpur Fertilizer Project, U.P.

The details relating to capacity, technical consultants and implementing authority are given in the Annexure.

(c) The technical consultants selected for the Ammonia and Urea plants have earlier undertaken similar work based on the same technology for the gas-based fertilizer project at Thal Vaishet and Trombay-V implemented by RCFL. The consultants for Urea had, in addition, undertaken the work relating to setting up of Urea plants for the fertilizer projects at Hazira, implemented by KRIBHCO, GNFC, IFFCO (Phulpur) and Trombay-V.

SHRI K.P. UNNIKRISHNAN : Sir, I have great respect for the hon. Minister for Chemicals and Fertilisers but his brevity in this case is astonishing and the statement conceals more than it reveals. This is such an important issue

of our self-reliance in a vital area like fertiliser technology and it is our misfortune, Sir, that India has become a dumping ground for obsolete technology and there is a virtual invasion by Italian multi-nationals to swamp the entire Indian fertiliser industry.

I want to ask the hon. Minister whether it is not a fact that M/s Snam-progetti, Italian collaborators for the Indo Gulf Fertilisers and Chemicals who are setting up a fertiliser complex in Jagdishpur have suggested that yet another Italian firm M/s Techni Petrol be inducted to monitor detailed engineering procurement of Indian supplies, inspection and expediting of Indian indigenous plant and machinery and construction and erection to be locally done? Italians are to come here—Techni Petrol—to monitor what we are doing and...when we have been exporting the very same technology abroad and have won merit abroad. Now we are told that Italian Techni Petrol will have to come here to monitor what we are doing, what our public sector undertaking PDIL is doing. I want to know whether Government has approved this arrangement and at what stage this arrangement is and what his opinions are.

SHRI VEERENDRA PATIL : So far as Indian technology is concerned I must say that we are trying Indian technology of setting up one fertilizer factory at Haldia ; I must admit the fact that our experience has not been very satisfactory. The Haldia factory is still under erection. I think it is now 8 to 10 years that work on the factory had started. During the stage of erection itself there have been various cases of breakdown and all that and we are losing very heavily. When our technology is not upto date or not sophisticated we should not feel shy to admit this fact. It is not now but in 1977 itself it was decided to import the technology. So far as urea is concerned, not one expert committee but several expert committees which were appointed supported this Italian technology for urea. It is not during our regime only but even in 1977 also that technology was

ANNEXURE

Sl. No.	Project (Location)	Implementing Authority	Capacity	Technical Consultants
				Ammonia
				Urea
1.	Vijaipur (Guna) Fertilizer Project, M.P.	M/s. National Fertilizers Ltd. (NFL)	1350 TPD of Ammonia & 2200 TPD of Urea	M/s. Haldor Topsoe A/S, of Denmark with M/s. Projects and Development India Ltd. (PDIL), a Public Sector Undertaking, as the authorised contractor
2.	Aonla (Bareilly) Fertilizer Project, U.P.	M/s. Indian Farmers Fertilizers Cooperative Ltd. (IFFCO)	1350 TPD of Ammonia and 2200 TPD of Urea	M/s. Snamprogetti of Italy, with M/s. Projects and Development India Ltd., a Public Sector Undertaking, as joint consultant.
3.	Jagdishpur, Sultanpur District, U.P.	M/s. Indo-Gulf Fertilizers and Chemicals Corpn. Ltd. (IGFCC)	1350 TPD of Ammonia and 2200 TPD of Urea	M/s. Snamprogetti of Italy, with M/s. Projects and Development India Ltd. (PDIL), a Public Sector Undertaking, as a nominated contractor

(*) Using Topsoe technology for Ammonia Process.

preferred by the expert committee. There was a unanimous recommendation made by the expert committee. We are following their advice so far as this technology is concerned because for the first time we are setting up giant fertilizer plants, not one or two only, but we are setting up gas based fertilizer units numbering 10 in the entire country. Therefore we thought we should not take any chance and we should get the best available technology. Government took into consideration the recommendations of the experts committee. They accepted them. On this basis these factories were put up. There is no question of favouring anybody. So far as Snam Progetti is concerned this technology was approved; this was cleared in 1977-78 itself. So far as urea technology is concerned, at no time there was any controversy about this technology.

SHRI K.P. UNNIKRISHNAN : He has not answered my question. Was that my question? Will you go through the record? Was that my question? I am amazed at the reply of a Minister like my friend the hon. Minister for Chemicals. What is my question? My question was not about Snam Progetti. If you want I will repeat my question. He has not answered my question. He is telling us about what happened in 1977. All that we have gone into and we will go into again if he wants. But that is not my question. My question was this: In regard to Jagdishpur complex may I know whether the collaborators, Messrs Snam Progetti, Italian collaborators, recommended and the proposal is before you, for another Italian firm, Messrs Techni Petrol to be brought in to monitor detailed engineering to be done in PDIL, procurement, inspection and expediting of indigenous plant and machinery? Indigenous means Indian. That is my question. He has to give answer to that. At what stage that proposal is? That was my question, not what happened in 1977 and so on. I request the hon. Minister to give me an answer on that.

SHRI VEERENDRA PATIL : Sir, the hon. Member is referring to some firm called Technipetrol and I do not know

how they are connected with the Snamprogetti. M/s. Snamprogetti have sponsored some consultancy firm. I understand that some proposal have been received and we have not taken any final decision.

SHRI K.P. UNNIKRISHNAN : Now, my second question is that in these gas-based fertilizer plants, in the name of standardised technology, the Ministry or certain sources in the Ministry are putting pressures on other applicants like M/s Zuari Agro-chemicals of Birlas and Tatas for having the same Italian-Danish collaborators for their projects. When they want to introduce Kellogg or Toyo or 'X', 'Y', 'Z', pressure is not, put, in the name of standardisation, you can have the Italian-Danish collaborators. I want to know whether they have taken any decision on this. Pressures are being put by other Ministries also.
(Interruptions).

SHRI VEERENDRA PATIL : In 1977-78, the Experts' Committee was constituted.

PROF. MADHU DANDAVATE : If he refers to 1977-78, let Mr. H.M. Patel reply to that question.

MR. SPEAKER : What is wrong about that? There is nothing wrong about it, even if it is Italian or Danish collaborators. There is no problem.

PROF. K.K. TEWARY : He is the only source and he is the most expert person of all the multinationals' operations in this country.

(Interruptions)

SHRI VEERENDRA PATIL : The hon. Member wanted to know about Zuari Agro Chemicals and Tata Fertilizers plants. Sir, the latest position regarding finalisation of technical consultancy arrangements is that the company has informed that they are likely to send the final proposal from the proposed consultants immediately after the scrutiny of the same and they will submit a draft agreement for the approval. What the hon. Member has stated is not

correct and I am not going to accept his suggestion.

MR. SPEAKER : There is nothing wrong about it. Why should we object to it ?

SHRI VEERENDRA PATIL : I do not agree with the suggestion of the hon. Member that our officers in the Ministry are putting pressures on these undertakings. There is nothing like that. That is entirely left to the Fertiliser companies.

SHRI S. JAIPAL REDDY : For all the fertiliser plants at Vijaipur, Aonla and Jagdishpur, the consultants are Topsoe and Snamprogetti. Topsoe are the subsidiary of Snamprogetti. For all the three projects, only one company, that is, Snamprogetti is the consultants. I am not going into the aspect as to whether indigenous technology in this vital area is adequate or not. Even when a decision is taken to import foreign technology, it requires to be seen what is the standard procedure to be followed. The answer given to this is that since they were consultants for Thal Vaishet project, it has been decided that they are the consultants again for this fertiliser plant. Sir, you know the controversy that arose in regard to Thal Vaishet project. If one mistake was done earlier, we should see that it is not repeated, ad nauseam.

SHRI VEERENDRA PATIL : I want to explain the position if the hon. Members listen to me patiently. I started saying that in 1977-78, it was decided.

In 1977-78, it was decided to set up joint fertilizer plants based on natural gas and at that time we were hopeful of getting plenty of natural gas. Therefore, our experts felt that on the basis of natural gas we can put up ten joint fertilizer projects. The Government accordingly set up two Committees, one expert committee for deciding about the technology and the other expert committee for alignment of the gas pipeline. More than one expert

committee went into this matter after considering the recommendations of the expert committee, so far as ammonia technology is concerned, Government took a decision on two firms from which the fertilizers units could select the technology; one is Haldor Topsoe and the other is Kellog. Haldor Topsoe is from Denmark and Kellog is from America.

So far as Urea is concerned, the decision was taken in favour of Snam Progetti, an Italian firm. Now, it is entirely left to the individual fertilizer units to decide from whom to avail of the technology... (*interruptions*). How can I complete? They are not allowing me to complete.

MR. SPEAKER : You asked how it was decided and he has explained.

SHRI VEERENDRA PATIL : As I said, the Government after taking into consideration reports of the expert committee decided that we should have uniform technology and uniform erection of fertilizer machinery and plants in the entire country. We wanted finality; we wanted our engineering firms, one PDIL and the other FACT to be associated with this foreign technology, so that in course of time, our engineering firms should absorb this technology. The Government decided on two firms for ammonia technology and one for urea technology. So far as selection of consultant is concerned, it is entirely left to the project authorities. There is no question of showing any favour to anybody. As I said, technology for ammonia is restricted to Haldor Topsoe and Kellog, and for urea it is Snam Progetti. Out of these technologies, which have been approved by the Govt., the project authorities and the engineers of the project have to make a selection and go to the Government for necessary approval.

SHRI S. JAIPAL REDDY : My question has not been answered.

MR. SPEAKER : What more do you want ?

SHRI S. JAIPAL REDDY : I wanted to know the standard procedure.

MR. SPEAKER : That is what he has explained.

SHRI S. JAIPAL REDDY : You do not allow me to complete the question. He referred to an expert committee appointed in 1977-78, and he has also referred to a decision taken by the Government...*(Interruptions)* Which Government....

MR. SPEAKER : Whatever be the party, Government is Government. It is a continuous process, whether it is Janta or Congress party... Not allowed... This is my ruling... He has replied and I am satisfied with his reply. Your question has been amply answered. Please sit down. Not allowed.

Mr. Swell.

*(Interruptions)***

SHRI G.G. SWELL : They are taking my time.

MR. SPEAKER : Mr. Jaipal Reddy, you cannot do this. It is my ruling. I am satisfied with it. You asked how it was done and he has replied. I am not allowing you. This is too much.

*(Interruptions)***

MR. SPEAKER : Please take your seat. It is not done like this. I am very sorry about this. Yes, Mr. Swell.

*(Interruptions)***

MR. SPEAKER : Please sit down.

*(Interruptions)***

MR. SPEAKER : I have not allowed it. Without my permission, nothing goes on record. I have not allowed either you or him.

*(Interruptions)***

MR. SPEAKER : I am not going to stand this !

*(Interruptions)***

SHRI G.G. SWELL : As far as I understand, Sir, the basic question is, setting up of these fertilizer plants based on Bombay High gas. Now, if I understand the Minister correctly, he said that the Haldia project had taken 10 years and it is not yet ready to go into operation. Now the experts, the geologists and the hydro-carbon experts have come to the conclusion that the oil and gas in Bombay High will run out in another fifteen years. If you take another ten years to set up these plants, will you have this plant on Bombay gas for five years or do you have other alternative source of gas to be fed into these fertilizers, or will it be an exercise in futility?

PROF. MADHU DANDAVATE : Leave it to the next Government.

SHRI VEERENDRA PATIL : I agree with the hon. Member that our gestation period is too long and we are short of fertilizers. And the demand for fertilizers in the country is growing. As it is, we are importing a lot of fertilizer.

Therefore, we want to see that these 10 fertiliser plants are taken up and completed as a time bound programme. Therefore, we do not want to take any risk. Therefore, we selected foreign technology. I want to make one thing clear. The hon. Member should not confuse between the two. There is a difference between supplying technology and appointing consultants. I have said only about technology. So far as appointing consultants is concerned, it is entirely left to the project authorities of different project managements who are incharge of the projects. But, I said, we have accepted the technology of these two firms one for ammonia and one for urea ; it is because we want to have some sort of a uniformity.

(Interruptions).

MR. SPEAKER : He is only asking for the gestation period. Why is it taking so long ?

SHRI G.G. SWELL : That is not my question. My question is whether the Bombay High Field will run out in another five years of oil and gas.

SHRI VEERENDRA PATIL : I have not completed it. If we have one common technology, then it not only helps our engineering firms which are public sector engineering firms to absorb the technology but also our manufacturers who are going to supply equipment ; that will facilitate them also to manufacture and supply. I am clarifying it so that there should not be any confusion about technology and consultancy. The point raised by Mr. Swell is if we take ten years, whether Bombay High Gas is sufficient to feed these plants or whether it will run out. We have started these projects on the basis of experts' reports ; the experts have said that there is sufficient gas available, Bombay High gas available. That is why these ten projects have been conceived. The gestation period, so far as these ten projects are concerned, is not going to be too much ; they will be completed from the zero date of commencement within 3-3 1/2 years. (*Interruptions*)

SHRI G.G. SWELL : He is avoiding the question. Whether the gas will run out in another five years.

Oil Rigs on Lease from US Companies

*85. **SHRI K. RAMAMURTHY :** Will the Minister of PETROLEUM be pleased to state :

(a) whether there is any proposal to get oil rigs on lease from US companies;

(b) whether any global tenders have been invited;

(c) if so, the number of times these tenders were invited and the response thereto; and

(d) the steps being taken to indigenously produce such oil rigs ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA) (a) to (d) : A statement is laid on the table of the Sabha.

Statement

(a) to (c) : The requirements of Charter-hire of oil rigs are met through open global tendering. During 1984, six tenders were processed. The response against these tenders ranged from a maximum of nine parties to a minimum of three parties. Against these tenders four rigs from US companies have been hired.

(d) : Three units having a total capacity to manufacture 39 nos. of onshore drilling rigs per annum have been licensed/approved so far. One unit with licensed capacity of 24 rigs is in production. Offshore drilling rigs are being manufactured by Mazgon Docks Ltd. and Hindustan Shipyard Ltd.

SHRI K. RAMAMURTHY : To explore the possibility of producing more oil, which is a very urgent need of our country, we are hiring a lot of rigs for off-shore as well as on-shore drilling through global tenders. In this particular question, in part (c) I have asked, how many times the tenders were repeated again for the same year 1984. In the first question, the hon. Minister has stated, global tenders were floated and six firms were participating in the tenders which were ultimately reduced to three. Have these three firms been again asked to repeat their tenders or any new firm has also competed in the further tenders which have been called for by the ONGC ? What are the names of those three firms which are finalised by the government ?

SHRI NAWAL KISHORE SHARMA : The hon. member's question relates to the hiring of rigs during 1984. During 1984, six tenders were processed and the response against six tenders ranged from a maximum of nine parties to a minimum of three parties. Against these tenders, four rigs from US companies have been hired. Now, I will give

the names of the firms which my learned friends wants to know.

The four firms from the U.S.A. from whom the rigs have been hired are :

1. Iro Frigg., USA
2. Global Marine, USA
3. SEDCO, USA and
4. Diamond Co., USA

SHRI K. RAMAMURTHY : The Minister has not answered my particular point. The particular point which I raised in portion (c) my question is whether the firms which have been reduced from nine to three, have been again called for a re-tender and some more new companies have been included in it also or not.

SHRI NAWAL KISHORE SHARMA : No new firms have been included. When global tenders were invited in 1982 for charter of on land rigs, 27 companies had responded out of which 21 were short-listed. In 1984 tenders were invited from the 21 short-listed companies out of which nine had responded. The tender is yet to be finalised. Orders have been placed on four companies for charter of offshore rigs.

SHRI K. RAMAMURTHY : We have explored the possibilities for off-shore as well as on-shore drilling in the Godavari basin and also near Rajahmundry for exploration of the potentialities for crude. I would like to know from the hon. Minister, how many foreign firms have been hired for these drilling operations and whether it has resulted in commercially viable process.

SHRI NAWAL KISHORE SHARMA : With regard to Krishna-Godavari region, only two foreign firms, M/s. Saipem and DST have been hired for drilling purposes. The rest is being done by the Indian rigs. And so far as the commercial viability is concerned, it is yet to be established.

SHRI AJOY BISWAS : The ONGC have already acquired some rigs through World Bank financing. What is the total number of rigs acquired with the World Bank financing and what are the conditions that have been imposed by the World Bank ?

SHRI NAWAL KISHORE SHARMA : With regard to this question I require separate notice, as to what has been the World Bank financing, and how many rigs are hired. What I can say is that for on-shore drilling we have 52 rigs and for off-shore the total number of rigs is 70. That is the information which I can give for the present and if the Member so wants I can send the information later on.

DR. KRUPASINDHU BHOI : The hon. Minister has answered about the hiring of rigs. I want to know whether the rigs have been hired on the basis of production oriented exploratory drillings or the rigs have been hired and it is utilised by the ONGC and OIL. Then, I want to know if the hon. Minister knows that only two firms, Carl Bury Ltd., America and Carnibel Selva, USA, have been doing turn-key exploration drilling in the Bay of Bengal, and that the Bay of Bengal has been floating on oil.

SHRI NAWAL KISHORE SHARMA : This has to be a separate question.

I have a correction to make in my previous statement, with regard to firms of U.S.A. from whom hiring of rigs has been done. They are Permargo, U.S.A., Zapata Enterprises, U.S.A., Atmood oceanics U.S.A. and Dixilyn Field Co. U.S.A.

DR. KRUPASINDHU BHOI : I have asked whether it is production-oriented.

MR. SPEAKER : Shri Gadhavi.

SHRI B.K. GADHAVI : Is it a fact that an American company has been assigned the exploration job in the off-shore area of the Saurashtra Coast and is it also a fact that that company after

some efforts had given up hope stating that there was no potential available in the off-shore area in the Saurashtra Coast? Also, is it a fact, that in the past America used to mislead this country with regard to the availability of oil and later on it was found that it was available where America said that it was not available?

MR. SPEAKER : Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

[English]

Road-Boaring Machines Purchased by Delhi Telephones and NDMC

*84. SHRI LAKSHMAN MALLICK : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether attention of Government has been invited to the news item appearing in the 'Hindustan Times' dated the 24th February, 1985 stating that Delhi Telephones and the New Delhi Municipal Committee have each invested Rs. 5 lakhs on road-boaring machines which cannot be utilised because of lack of information on underground utilities ;

(b) if so, whether both the bodies do not have a master plan of underground utilities and due to that they fear hitting a cable or pipe belonging to the other body and the machines lie unused ; and

(c) if so, the details in this regard and whether there is a possibility of utilising these machines ?

MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) :

(a) Yes, Sir.

(b) With large number of public utility services such as sewerage, water mains, electrical cables etc., it has been difficult for Delhi Telephones to obtain

complete updated information relating to all such utilities all over Delhi.

(c) The machine was obtained for carrying out trials to assess the deployment of such machines for cable laying activities in the different telephone systems in the country. Based on the observations made, the machine will be made best use of in areas where this can be deployed.

Production of Priority Bulk Drugs and Formulations thereof by FERA Companies

*86. SHRI RAM BHAGAT PASWAN : Will the Minister of CHEMICALS & FERTILIZERS be pleased to state :

(a) whether Government propose to ask all FERA companies, like M/s. Glaxo Laboratories Ltd. to produce at least 50 per cent priority bulk drugs and formulations thereof ; and

(b) if not, the reasons thereof ?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) :

(a) : No, Sir. The present Drug Policy does not list priority bulk drugs and formulations and does not stipulate that the production of FERA companies should contain a certain proportion of priority bulk drugs and formulations. Incidentally, M/s. Glaxo having diluted their direct foreign equity to 40%, are no more a FERA company.

(b) : Does not arise.

Price Hike of Maruti Cars

*87. SHRI G. VIJAYA RAMA RAO : Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have decided on a price-hike of Maruti cars ;

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

(c) whether Indian passenger cars are already one of the most expensive in the world ?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) :

(a) : In absence of a statutory price control, it is for the manufacturers to fix prices of their vehicles.

(b) : Does not arise.

(c) : There is a wide variation in cost of inputs, taxation rates and volumes of production from one country to another. As such it is difficult to make such comparisons.

Reserves of Oil and Gas in the Country

*88. SHRI SAIFUDDIN CHOWDHURY : Will the Minister of PETROLEUM be pleased to state :

(a) the estimated reserve of oil and gas in the country, Statewise details thereof ;

(b) what is the plan of ONGC in the Seventh Five Year Plan for drilling and exploration ; and

(c) the estimated cost and distribution thereof ; region-wise ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA) : (a) : The details of balance recoverable reserves out of proved reserves of crude oil and natural gas in the country, State-wise, as on 1.1.1984 are as under :—

(b) and (c) : The Seventh Five Year Plan is yet to be finalised. ONGC, propose to step up considerably their drilling and exploration efforts. Details will, however, be available after the 7th Plan is finalised.

State Onshore	Crude oil (Million tonnes)	Natural gas (Billion Cubic mts.)
(i) Gujarat	88.00	18.60
(ii) Assam	98.05	79.88
(iii) Rajasthan	—	0.54
(iv) Tripura	—	1.08
(v) Nagaland	0.96	0.34
	<u>187.01</u>	<u>100.44</u>
Offshore	323.81	337.81
Total	<u>510.82</u>	<u>478.25</u>

Losses Suffered by Hindustan Antibiotics Limited, Pune

*89. PROF. RAM KRISHNA MORE : Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether the Hindustan Antibiotics Ltd., Pune continue to suffer heavy losses since several years ;

(b) if so, the reasons thereof ; and

(c) the steps being taken to improve its working ?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) : (a) : It is a fact that except in 1982-83, HAL has been incurring net losses in the recent years.

(b) The losses are due to various factors such as technological problems, higher cost of production from basic stage and the product-mix predominantly comprising of Category I and II bulk drugs and formulations with low mark-up.

(c) Remedial steps such as plugging of loopholes in Import Policy which inhibit production and capacity utilisation, ensuring adequate availability of working capital and critical raw materials and drug intermediates and attempting to upgrade technology are being taken.

Vacancies of Judges in Supreme Court and High Courts

†*90. **SHRI DILEEP SINGH BHURIA :** Will the Minister of LAW AND JUSTICE be pleased to state :

(a) the number of posts of judges in different High Courts and the Supreme Court lying vacant at present ;

(b) the action being taken to fill these posts ;

(c) whether there has been some progress in the formation of All India Judicial Service ; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI H.R. BHARDWAJ) : (a) and (b) : The Supreme Court does not have any post of Judge vacant at present.

The position of vacancies of Judges in different High Courts as on 1-3-1985 is shown in the Statement which is laid on the Table of the House. The matter of filling up these vacancies is engaging

the attention of the Government in consultation with the concerned Constitutional authorities.

(c) and (d) : The matter of formation of an All India Judicial Service is engaging the attention of the Government.

Statement

Sl. No.	High Court	No. of vacancies of Judges as on 1-3-1985
1.	Allahabad	9
2.	Andhra Pradesh	6
3.	Bombay	6
4.	Calcutta	3
5.	Delhi	2
6.	Gauhati	2
7.	Gujarat	4
8.	Himachal Pradesh	—
9.	Jammu and Kashmir	1
10.	Karnataka	1
11.	Kerala	2
12.	Madhya Pradesh	2
13.	Madras	5
14.	Orissa	1
15.	Patna	3
16.	Punjab and Haryana	6
17.	Rajasthan	3
18.	Sikkim	1
		57

[English]

Performance of Public Sector Fertilizer Units

*91. **SHRI MOHD. MAHFOOJ ALI KHAN :** Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether the public sector fertilizers units in the country have been continuously showing unsatisfactory performance for the last several years ;

(b) if so, the details thereof stating the annual production, loss suffered by these units during the last three years (year-wise) and the reasons therefor ; and

(c) the steps taken by Government to review the working of these fertilizer units to formulate reorganisation plan to make them financially viable ?

public sector fertilizer plants have been operating at high levels of efficiency while some other plants are not able to do so for a variety of reasons.

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDA PATIL): (a) Some of the

(b) Production and profit/loss position in regard to the public sector fertilizer companies during the last three years are given below :—

	Production in thousand tonnes Nitrogen P ₂ O ₅		Profit (+)/Loss (—) (Rs. in crores)
1. Madras Fertilizers Limited			
1981-82	154.0	106.2	(+) 4.65
1982-83	139.5	107.5	(+) 7.51
1983-84	92.7	90.0	(+) 5.30
2. National Fertilizers Limited			
1981-82	486.2	—	(+) 38.29
1982-83	496.8	—	(+) 34.56
1983-84	493.1	—	(+) 25.33
3. Rashtriya Chemicals and Fertilizers Limited			
1981-82	168.1	95.3	(+) 21.26
1982-83	208.8	84.6	(+) 22.47
1983-84	279.9	95.9	(+) 44.06
4. Fertilizers Corpn. of India Limited			
1981-82	296.6	20.0	(—) 126.78
1982-83	295.4	10.4	(—) 80.68
1983-84	320.6	9.4	(—) 80.59
5. Hindustan Fertilizer Corporation Limited			
1981-82	239.0	—	(—) 48.13
1982-83	214.7	—	(—) 55.35
1983-84	211.7	—	(—) 72.40
6. Fertilizers and Chemicals Travancore Limited			
1981-82	166.8	59.1	(—) 10.99
1982-83	157.7	70.8	(—) 7.12
1983-84	167.5	70.4	(+) 0.11

The losses being incurred by some of the public sector fertilizer companies are attributable to their low production performance which is, in turn, due mainly to equipment/design defects, besides power and water problems in certain cases.

(c) Remedial measures such as renovation / de-bottle-necking / modernisation, installation of captive power facilities, addition of balancing equipments, re-orientation schemes, including financial restructuring, for some of the public sector companies, etc., have either been initiated or are planned in order to improve the performance.

Import of Petroleum Products

*92. SHRI AMARSINGH RATHAWA
SHRI CHINTAMANI JENA :

Will the Minister of PETROLEUM be pleased to state :

(a) the details of petroleum products imported during the years 1983 and 1984 and the names of the countries from whom the import was made and the amount involved ;

(b) whether any agreement has been concluded to import petroleum products during the year 1985 ;

(c) if so, the details thereof ; and

(d) the measures being taken to increase the production of such items within the country during the Seventh Five Year Plan period ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA) : (a) The details of petroleum products imported during 1983 and 1984 are given below :

Year	Qty. Million Tonnes	Value (Rs./crores)
1983	4.26	1246.60
1984*	5.98	1830.78

*Provisional

It is not in our commercial interest to give country-wise details.

(b) and (c) : Yes Sir, A quantity of 3.90 million tonnes of petroleum products is proposed to be imported during 1985.

(d) The production of these items in the country is being increased by the creation of additional refining capacity and secondary processing facilities.

Development of Postal and Telecommunications Net Work in Tripura

*93. SHRI AJOY BISWAS : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether there are any proposals in the Seventh Five Year Plan for the development of Postal and Telecommunications net work in Tripura ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) :

Postal :

(a) Yes, Sir.

(b) Details of the proposed extension of postal net-work in the 7th Plan are given in Statement I attached. This is in addition to the offices that might be opened in urban areas which are not plan schemes. In addition the toning of the rural delivery and postal network will also be done.

Telecommunication :

(a) Yes, Sir.

(b) Details of proposed telecommunication facilities in Tripura are given in Statement II attached.

Statement I

Names of the Villages where Post Offices are proposed to be opened in 7th Plan in Tripura

- | | | |
|-----------------|----------------------|---------------------|
| 1. Choromohini. | 2. Kalabang. | 3. Haripur. |
| 4. Lekstadepa. | 5. Kakhim Jalaibari. | 6. Bhobanipur. |
| 7. Tachari T.E. | 8. Kalipur. | 9. Schaimuri Bhati. |
| 10. Maheshpur. | 11. Durpirbond. | 12. Kamalpur Basar. |
| 13. Rajarbond. | 14. Toisoma. | |

Statement II

(Telecom. Development 7th Plan proposals for Tripura)

1. Manual exchanges at all district headquarters will be replaced by automatic exchanges. In addition, sub-divisional headquarters would be automatised subject to availability of equipment.
2. All district Headquarters and Dharamanagar will be connected to National dialling System.
3. Small automatic exchanges will be provided upto Block Headquarters level.
4. 71 LDPTs to be provided under hexagonal scheme of which 30 are proposed under MARR system.
5. Agartala will be linked on wideband Microwave to Shillong.
6. All district Headquarters will be linked to state capital by 60 channel UHF system.
7. Single Channel VHF to Block Headquarter level.
8. Exchanges are proposed to be connected by IDN Scheme subject to availability of equipment.
9. One New DTO at Dharam Nagar.
10. Automatisisation and expansion of Agartala exchange.

Meeting with Representatives of Trade and Industry

(b) if so, the main points discussed at the meeting ; and

*94. SHRI B.V. DESAI : Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state:

(c) how many such meetings are proposed to be held during the current year ?

(a) whether a meeting of Ministers of Finance, Commerce, Industry and Planning was recently held with the top Industrialists with a view to generating greater trust and cooperation between the Government and the trade and industry ;

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) : (a) No., Sir.

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

**Committee for Co-ordinated Study on
effects of Toxic Gas Leakage on
Live Systems**

*95. SHRI N. DENNIS : Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether Government have set up any national scientific and medical committee for a co-ordinated study on the effects of toxic gas leakage on live systems ; and

(b) if so, the details regarding composition and terms of reference of the Committee ?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL) : (a) and (b) : No, Sir. A proposal to set up a national scientific and medical committee for a coordinated study on the effects of toxic gas leakage on life systems and to give authoritative opinion about appropriate step that need to be taken on the medical and scientific level is being worked out. No decision has yet been taken in the matter.

**Survey of Gas affected Families in Bhopal
conducted by Tata Institute of
Social Sciences**

*96. SHRI MOHAN LAL PATEL :
PROF. MADHU DANDA-
VATE :

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether a team of experts from the Tata Institute of Social Sciences, engaged by the Government of Madhya Pradesh, has conducted door to door survey of the gas-affected families in Bhopal ;

(b) if so, the findings of the team ;

(c) the number of persons suffering from long-term effects of the poisonous gas ; and

(d) the details of help rendered by Government to such patients ?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) : (a) to (d) : Yes, Sir. However, this survey has not covered the entire affected area. The complete findings and the analysis of the data collected during the survey has not been received from the State Government, so far.

**Effect of withdrawal of American Firm
"Chevron" on India's Plan to attain
Self-sufficient in Oil and Gas**

*97. SHRI MAHENDRA SINGH : Will the Minister of PETROLEUM be pleased to state :

(a) whether the American firm "Chevron", which under a five-year agreement had contracted for exploration of oil in the continental shelf of Saurashtra, has decided to quit in view of its failure to strike oil and gas in the area after drilling three wells ;

(b) if so, whether it is likely to affect India's plans for attaining self-sufficiency in oil and gas ; and

(c) the alternatives that are being tapped to ensure achievement of self-sufficiency in oil as earlier projected ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA) : (a) Yes, Sir.

(b) No, Sir.

(c) Greater thrust is proposed to be provided in the VII plan to exploration and exploitation of oil and gas by ONGC and OIL.

Steps for Higher Production of Paper

*98. SHRI DHARAM PAL SINGH MALIK : Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) whether Government are aware that prices of paper in the country have

considerably increased due to the shortage of paper ;

(b) whether Government are considering any proposal for higher production and easy availability of paper ;

(c) if so, the details thereof ; and

(d) the total production of paper in the country at present and its consumption ?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEE-RENDRA PATIL) : (a) Although most of the manufacturers have recently increased the price of papers by about Rs. 500 per tonne to cover the increase in the cost of major inputs such as raw material, chemicals, power and coal, there is at present no shortage of paper and paper board in the country.

(b) and (c) : The installed capacity for manufacture of paper and paper board in the country has reached a level of 23.49 lakh tonnes as on 1.1.85, thus exceeding the target of 20.5 lakh tonnes fixed for the Sixth Plan. An additional capacity of 34.8 lakh tonnes has also been approved by way of Industrial Licence/Letters of Intent and Registration with D.G.T.D., which is under various stages of implementation. Apart from improving the infrastructural support to enable the industry to achieve higher capacity utilisation, the other steps taken to improve the performance of the industry include, *inter-alia* the following :

- (i) Excise rebates have been offered for use of unconventional raw materials by small paper mills, utilisation of bagasse for paper manufactured by new units.
- (ii) Customs duty on imported pulp and wood chips totally exempted.
- (iii) Customs duty on wood in certain specified form has been reduced from 100% to 10%.

(iv) Import duty on waste paper used for paper making has been waived.

(v) Flexibility has been given to the paper industry for production of any variety of paper and pulp, including paper board/straw board within the licensed capacity in line with the market demand.

(d) The production of paper and paper board in 1984 was 14 lakh tonnes which more or less matches the consumption.

New Industrial Policy

*99. **SHRI KAMAL NATH :** Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) whether Government are working on a new Industrial policy ;

(b) if so, when the new policy will be announced ;

(c) whether Private Sector will be allowed to enter some areas which were hithertofore the monopoly of the Public Sector ; and

(d) the other steps envisaged to increase industrial production, improve quality of production and to bring down prices of industrial goods ?

THE MINISTER OF CHEMICALS FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) : (a) to (d) : Government's Industrial Policy is set out in the Industrial Policy Resolution of 1956 and more precisely in the industrial policy of July, 1980. The role assigned to the public sector and private sector is also set out in the Industrial Policy Resolution, 1956 which continues to be operative except that the private sector has been recently permitted to take up the manufacture of telecommunication equipment for installation at the subscriber's premises, such as telephone instruments,

PABXs, teleprinters, data communication equipment, etc.

As a follow up of the industrial policy statement of July, 1980, Government have taken several measures to improve productivity in industry and to achieve better utilisation of installed capacities. As a result, there has been appreciable increase in industrial growth.

The following schemes deserve special mention :

- (i) With a view to encourage larger volume of production and to provide flexibility to the manufacturers to adjust their product-mix depending upon the market demand schemes of broad-banding have been announced in respect of the following industries :
 - (a) Machine tools
 - (b) Motorised 2-wheelers
 - (c) Motorised 4-wheelers vehicles
 - (d) Paper and Pulp
- (c) Chemicals, pharmaceutical, petrochemical and fertilizer machinery industry
- (ii) 25 broad categories have been de-licensed for non-MRTP/non-FERA companies, if the item of manufacture is not reserved for small scale and the industrial undertaking is not to be located in metropolitan cities/big cities.
- (iii) The thresh-hold limit for MRTP companies has been raised from Rs. 20 crores to Rs. 100 crores.
- (iv) Investment limit for small scale has been raised from Rs. 20 lakhs to Rs. 35 lakhs and for Ancillary undertakings from Rs. 25 lakhs to Rs. 45 lakhs.
- (v) The procedure for clearance to engage foreign technician has been streamlined.

Increase in production is expected to create competition and stabilize prices of industrial goods. With a view to ensure production of quality goods, ISI standards are prescribed for a large number of products.

Inquiry Regarding Major Blast at the Cochin Refinery

*100. SHRI S.M. GURADDI : Will the Minister of PETROLEUM be pleased to state :

- (a) whether Government had ordered any inquiry into the incident of major blast at the Cochin Refinery recently ;
- (b) whether the investigation committee has made any report ;
- (c) if so, the details thereof ;
- (d) whether any person have been held responsible ; and
- (e) whether any compensation has been paid to the employees and the local people whose properties have been confiscated.

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA) : (a) and (b) : The Government appointed an Inquiry Committee to ascertain the cause of the fire in CRL, Ambalamugal on 8th March, 1984 and to recommend suitable measures to avoid its recurrence in future. The Committee submitted its report on 29th June, 1984.

(c) The Committee identified the cause for explosion and fire to be the formation of massive vapour cloud over a vast area and its contact with a hot source. The Committee had recommended for the improvement of fire fighting facilities, process facilities and procedures, lay out, administrative procedures and training of the personnel.

(d) Government's displeasure has been conveyed to top management for system and management failure. Local management has initiated action against their employees.

(e) Ex-gratia and compensation has been paid to the employees killed/injured in the accident. Compensation to the extent of Rs. 10.89 lacs for the loss of public property has been paid to 450 claimants. The remaining claims are being scrutinised and are expected to be settled in about three months.

Rehabilitation of Workers of Sick Industries

451. SHRI SYED MASUDAL HOSSAIN : Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) whether Government are concerned about the fate of vast working forces who are in the sick industries in the country; and

(b) if so, concrete steps taken by Government to rehabilitate them ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS (SHRI ARIF MOHAMMAD KHAN) : (a) Yes, Sir.

(b) Measures for revival of sick units are taken in the light of policy guidelines announced in October, 1981. Banks and financial institutions formulate rehabilitation schemes on the basis of diagnostic studies in respect of units which are considered by them as potentially viable. Government also would provide such concessions and reliefs as may be required for rehabilitation of such sick units as a part of the package of assistance considered necessary by the banks and financial institutions. Nature and extent of assistance required for rehabilitation of viable sick unit varies from unit to unit depending on the nature and extent of sickness of each unit. However, steps taken to rehabilitate potentially viable sick unit include the following :

1. Take-over of management under Industries (Development and Regulation) Act;

2. Re-scheduling of loan and interest liabilities in respect of loans and grant of concessional loan assistance ;

3. Grant of income tax benefit on merger of sick companies with healthy companies under Section 72-A of the Income Tax Act ; and

4. Margin money scheme for sick small scale unit.

Closing of taken over Sick Industries

452. SHRI ZAINAL ABEDIN : Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) the number of taken over sick industries which have been closed down without going through a thorough examination about their possible viability/potentiality by expansion and modernisation ; and

(b) the names of the units where a thorough examination was held ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS (SHRI ARIF MOHAMMAD KHAN) : (a) and (b) ; No industrial undertaking taken over for management under Industries (Development and Regulation) Act has been denotified without careful examination of its future viability.

Places Earmarked for Drilling and Exploration of Oil and Gas in Eastern and North-Eastern Region

453. SHRI HANNAN MOLLAH : Will the Minister of PETROLEUM be pleased to state :

(a) the names of the places which have been earmarked by the ONGC for drilling and exploration of oil and gas in the eastern

and north-eastern regions of the country ; and

(b) the progress achieved so far in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA) : (a) The following areas have been earmarked for undertaking exploratory drilling by ONGC in the eastern and north-eastern region of the country during 1985-86.

Assam : Amguri, Bihubar and Changmaigaon.

Nagaland and Cachar : Badarpur and Kanchanpur. Besides drilling will continue at Chumukedima, Khoraghat, Champang and Barak.

Tripura : Rokhia, Baramura and Gojalia.

West Bengal : Raghunath, Kakdwip and Deganga.

(b) Action has been initiated to start drilling at the identified locations.

Accord on Lead Free Petrol

454. DR. T. KALPANA DEVI :
SHRI G. VIJAYA RAMA RAO :

Will the Minister of PETROLEUM be pleased to state :

(a) whether Government have any plans to market lead-free petrol in the country, as is being done by EEC, by 1989 ;

(b) whether Government propose to encourage use of alcohol from molasses as an anti-knock agent at the earliest instead of exporting alcohol and molasses periodically ;

(c) whether Government are aware that there are vested interests and/or muddled thinking in the concerned Ministries resulting in blocking the use of alcohol in petrol ; and

(d) whether Government are aware that 100 per cent alcohol, a renewable source of energy, is being used in cars in Brazil and if so, the reasons for delay in switching over to alcohol in India ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA) :
(a) No, Sir.

(b) to (d) : Alcohol is used in cars in Brazil, which is deficient in petrol and has a large surplus of molasses. Although the technology to blend power alcohol with petrol for use as automotive fuel has been established, commercial use of alcohol in India as automotive fuel has not been found feasible as surplus alcohol is not available for this purpose on a steady basis. Besides, use of alcohol as fuel is not considered to be optimum utilisation of this industrial raw material, which can preferentially be used for making high value-added chemicals in the country.

Production of Maruti Cars and their Out-of Turns Allotment

455. SHRI PIYUSH TIRKI : Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) the total number of cars produced month-wise with number of out of turn allotment ; and

(b) the total number of persons in the waiting list ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS (SHRI ARIF MOHAMMAD KHAN) : (a) A statement is annexed.

(b) 1,02,620 persons were waitlisted for Maruti cars as on 1.3.85 in addition to 6,869 for deluxe cars against foreign exchange.

Statement

Month	Production	Delivered against priority allotment
November 1983	63	—
December 1983	112	3
January 1984	192	5
February 1984	137	12
March 1984	140	13
April 1984	4	3
May 1984	222	14
June 1984	1072	20
July 1984	486	18
August 1984	979	37
September 1984	2381	40
October 1984	1152	—
November 1984	2111	—
December 1984	2800	—
January 1985	3129	—
February 1985	3285	—
Total	18465	165

**Memorandum Regarding Import of Di-
Decyl Benzene**

456. SHRI GADADHAR SAHA :
Will the Minister of PETROLEUM be
pleased to state :

(a) whether he has received a memo-
randum dated 21 January, 1985 from
Tamil Nadu Small Scale Soap and Deter-

gent Manufacturers' Association, Madras requesting for import of Do Decyl Benzene for carrying on their small scale industry of manufacturing soap etc. ; and

(b) if so, Government's reaction thereon ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA) : (a) Yes, Sir.

(b) STC has arranged import of 3,000 tonnes of Do Decyl Benzene during 1984-85. For environmental reasons, use of Do Decyl Benzene in detergents is not considered advisable.

Visit of British Industrial Delegation to India

457. SHRI ANANTA PRASAD SETHI : Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) whether a 9 member British Industrial Delegation representing small and medium companies had recently visited India to explore business opportunities as well as joint venture proposals ; and

(b) if so, the details regarding its report and the reaction of Union Government thereon ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS (SHRI ARIF MOHAMMAD KHAN) : (a) : Yes, Sir.

(b) The delegation had meetings with the Indian industrialists in Delhi and Bombay under the auspices of the Association of Indian Engineering Industry (AIEI). The discussions related to the possibilities of tie up in various areas such as petro chemicals, oil field equipment, mineral processing, electronics etc. for transfer of technology, production cooperation and joint ventures etc. These discussions may lead to further cooperation arrangements. Government would consider any concrete proposal on its merits, when received.

Delhi Telephone Directory

458. SHRI VIJAY KUMAR YADAV : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether his attention has been drawn to the news item captioned Telephone directory muddle appeared in the Times of India dated the 10th February, 1985 ;

(b) if so, the details thereof ; and

(c) whether any enquiry has been made in the matter ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : (a) Yes, Sir.

(b) and (c) : Details are given in the Statement attached.

Statement

Distribution of 1984 English issue of Delhi Telephones directory corrected upto 30th June, 1984 was started through distribution centres set up at various telephone exchanges in Delhi Telephone District. Due to inadequate supply of printed copies from the Printer, the distribution could not be done simultaneously at all the places. Due publicity through local newspapers regarding timing and period of distribution was given.

2. An enquiry has been conducted on the news item captioned "Telephone Directory Muddle" which appeared in the Times of India issue of 10th February, 1985. It has been revealed that a distribution centre was opened at Hauz Khas Telephone Exchange on 25.1.1985 for one week. The centre was closed on 2.2.85. A notice intimating that distribution of the Directory at this centre has been stopped and the subscribers who have not been able to get their copies can do so from the office of the Directory Officer, Eastern Court, New Delhi was put up at the main gate as well as at the enquiry office.

3. On 4.2.1985, some subscribers came to the Hauz Khas Exchange for replacement of their old telephone directories. They were politely told that they may get their copies replaced from the Office of the Directory Officer at Eastern Court, New Delhi. But on their insistence, 174 copies were distributed to the subscribers on that day also.

4. 4,50,000 copies had been ordered for printing and the printer has supplied so far 2,45,000 copies only which are being distributed progressively. A copy of the new Directory is given free of charge in replacement of the old copy on production of the renewal coupon from the old copy. The Directory is also available on sale for Rs. 20/- per copy.

5. A supplement to Delhi Telephone Directory, 1984 containing telephone numbers of Ministers, Members of Parliament etc. corrected upto 30th March, 1985 is expected to be made available by June, 1985.

Proposal to Nationalise M/s. India Machinery Company Limited by West Bengal Government

459. SHRI ANAND PATHAK : Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have received the proposal of Government of West Bengal to nationalise M/s. India Machinery Company Limited at Howrah in West Bengal ; and

(b) if so, the reaction of Government and when the proposal would be taken into consideration ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS (SHRI ARIF MOHAMMAD KHAN) : (a) and (b) : No specific proposal has been received from the Government of West Bengal for nationalisation of M/s. India Machinery Company Limited at Howrah.

Oil Exploration and Drilling Works in the On Shore Areas in Orissa

460. SHRIMATI JAYANTI PATNAIK : Will the Minister of PETROLEUM be pleased to state :

(a) whether Oil India Limited has undertaken Oil exploration and drilling works in the on-shore areas in Orissa ;

(b) if so, since when and the details of the works undertaken on shore so far ;

(c) whether additional on-shore areas in that State are proposed to be explored ; and

(d) if so, the likely time by which the additional work will be under-taken ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA) : (a) Exploration work has commenced in on-shore area of Orissa. The exploratory drilling is yet to commence.

(b) Details of the works undertaken are as follows :

(i) Acromagnetic surveys carried out in March/April, 78 ;

(ii) Geological Seismic Survey covering 3814 line kilometres was completed by September, 83 ;

(iii) The Seismic Survey data have been processed and interpreted ;

(iv) Four drilling locations have been identified and action has been initiated to acquire land for the sites.

(c) and (d) : Further exploration programme will depend on the results of the exploratory drilling.

Increase in Prices of Family Products of M/s. Glaxo Laboratories

462. SHRI ZULFIQUAR ALI KHAN: Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) the percentage increase in the prices of family products manufactured

by M/s. Glaxo Laboratories Delhi, during the last three years ;

(b) the quality control exercised by Government over the family products manufactured by M/s. Glaxo and over its distribution in Delhi market ; and

(c) the steps Government have taken to break the monopoly of M/s. Glaxo in the manufacture of Baby Food and other products manufactured by their Family Products Division ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS (SHRI ARIF MOHAMMAD KHAN) : (a) There is no specific classification as family products. However, Baby Food, High Protein Food and Weaning and Cereal Food, produced by M/s. Glaxo Laboratories may come under the term family products. There is neither any control nor any monitoring of the prices of these products. Hence no specific information over the variation in prices of these products is available.

(b) This Ministry is not exercising any control on quality or distribution of these family products. These have however conform to the standards and specifications under the Prevention of Food Adulteration Act or I.S.I. which are administered by the State Governments.

(c) Government have licensed several units for these items and M/s. Glaxo Laboratories do not hold monopoly for these items.

Setting up of Industries in Kerala with the help of Non-Resident Indians

463. SHRI V.S. VIJAYARAGHAVAN : Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) whether Kerala Government have submitted any scheme to the Union Government for setting up industries with the help of non-resident Indians working in the various Gulf countries ; and

(b) if so, the details thereof and the decision taken thereon ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS (SHRI ARIF MOHAMMAD KHAN) : (a) No, Sir.

(b) Does not arise.

Industrialization of Backward Areas

464. SHRI K. KUNJAMBU : Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) whether any new scheme has been formulated for the speedy industrialization of backward areas in the country ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS (SHRI ARIF MOHAMMAD KHAN) : (a) and (b) : The Scheme of incentives for Industrial Development of backward areas had been revised in April 1983. The details of the Scheme had been circulated *vide* Press Note dated 27.4.83, copies of which are available in Parliament Library. No new scheme has been finalised as yet.

Participation of Indian Companies in Oil Exploration

465. SHRI K. PRADHANI : Will the Minister of PETROLEUM be pleased to state :

(a) whether Government have recently decided to allow some of the Indian companies to participate in oil exploration programme particularly in Bombay High ;

(b) if so, particulars of these companies and whether they have got the necessary know how, equipment and technical staff, for undertaking this venture ;

(c) whether this would involve any foreign collaboration or import of equipment or personnel ;

(d) if so, the extent thereof ; and

(e) the other areas in which new oil fields have been discovered in the country and the agency entrusted with the task of exploration and drilling for oil and the broad outlines of the programme chalked out in this behalf for the current year ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA) : (a) to (d). No. Sir. At present, oil exploration in the country is being carried out by the two public sector undertakings viz. ONGC and OIL. However, with a view to developing indigenous capabilities, it was decided to encourage Indian companies setting up joint ventures with reputed foreign oil companies for rendering oil field services on contract basis to ONGC and OIL.

Even though some Indian companies have come forward for setting up joint ventures recently, involving foreign collaboration, equity participation and import of equipment, no contract for drilling or survey has been given to such companies so far.

(e) Apart from Bombay High, commercial discovery of oil has been made in Assam and Gujarat. In Assam, both ONGC and OIL are drilling and producing oil and in Gujarat only ONGC is exploring and producing.

The drilling target for 1985-86 is about 880 thousand metres. Production of about 30 million tonnes of crude oil is envisaged during the year.

Steps to Reopen or Nationalise Sick Units and Need for Modern Industries in West Bengal

466. **SHRI SANAT KUMAR MANDAL :** Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) whether the re-opening or nationalisation of closed and sick units and the need to set up modern industries in West

Bengal has been recently discussed with Union Government by the West Bengal Government ;

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

(c) the name of the major sick and closed units (other than jute mills) in West Bengal and since when these are lying closed or sick and the prospects of their being brought on the rails in the near future ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS (SHRI ARIF MOHAMMAD KHAN) : (a) Yes, Sir. There has been a general exchange of views on the problem of industrial sickness and need for modernisation of industry in West Bengal at various levels between Union Government and Government of West Bengal. Specific proposals, as and when received by the Ministry of Industry, would be considered on merits.

(b) and (c) : Data on sick industrial units assisted by banks are being collected by the Reserve Bank of India. In accordance with the practices and usages customary among bankers as also in conformity with the provisions of the statutes governing nationalised banks, it will not be possible to divulge the names of the individuals 'sick' units assisted by the banks.

Scope for revival of sick units is examined in that light of the policy guidelines announced in October 1981. Banks and financial institutions prepare rehabilitation scheme involving concessions for individual units considered by them as potentially viable. However, Government also provides such concessions and reliefs as may be considered feasible and necessary as a part of the overall rehabilitation package. In addition, reliefs announced by the Government for revival of sick units include :

(i) Grant of tax benefits on merger of sick companies with the healthy companies under Section 72A of the Income Tax Act.

- (ii) Margin money scheme for sick small scale industrial units.

Filing of a Suit in U.S. Court by Union Government Against Union Carbide

467. SHRI G.G. SWELL :
DR. KRUPASINDHU BHOJ :

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether in its capacity of *parens patriae*, Government will bring a suit in an American court against the Union Carbide Corporation for the Bhopal gas leak disaster ;

(b) whether Government propose to deal with hordes of suits on behalf of gas victims or their legal heirs reportedly to be/have been filed by an assortment of American lawyers who visited Bhopal in the wake of the disaster ; and

(c) whether Government have any contingency plan in the event of the suit being thrown out on ground that the tragedy did not occur on American soil ?

THE MINISTER OF CHEMICALS, FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) : (a) to (c) : Government is committed to do all that is possible to secure that claims arising out of, or connected with, the Bhopal gas leak disaster are dealt with speedily, effectively, equitably and to the best advantage of all the claimants. Necessary powers in this behalf have been vested in the Central Government by the provisions of the Bhopal Gas Leak Disaster (Processing of Claims) Ordinance. These would enable Government to represent the claimants. The Ordinance contains express provisions with regard to the representation by the Central Government of the claimants with respect to the claims filed before American Courts before the promulgation of the Ordinance. Government would, according to the developments, do whatever is to the best advantage of the claimants.

Cooking Gas for Common People

[*Translation*]

468. SHRI C.D. GAMIT :
SHRI ANANTAPRASAD SETHI :

Will the Minister of PETROLEUM be pleased to state :

(a) the time by which India will become self-reliant in cooking gas ;

(b) whether consumption of gas has remained confined to the upper class people living in cities ;

(c) if so, whether, Government have any plan under which gas could be made available to the common people ; and

(d) whether Government have planned production of cylinders to cater to increased requirements that should accrue if they are able to tap the available gas fully ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA) : (a) On the basis of current projections of availability of LPG from various indigenous sources, it is expected that full requirement of all domestic customers can be met by the year 1990.

(b) No, Sir.

(c) Does not arise.

(d) The manufacturing capacity for LPG cylinders is adequate to meet the increasing demand.

Opening of a Branch Post Office in Saistabar Panchayat in Jhanawara Sub-Division

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

(a) whether there is no post office in Saistabar Panchayat in Jhanawara Sub-Division ; and

(b) if so, the steps being taken by Government to open a branch post office in this area which has a population of 8000 persons ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : (a) and (b) : A Branch Post Office is functioning in the Saistabad Panchayat from 30.12.1983.

[English]

Exploration Drilling Programme of O.N.G.C. in Bengal Basin

470. SHRI R.P. DAS :
SHRI CHINTAMANI JENA :

Will the Minister of PETROLEUM be pleased to state the details of the exploration and drilling programme of the Oil and Natural Gas Commission in the Bengal basin ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA) : ONGC envisages conducting 2 party years of Gravity Magnetic Surveys, 6 party years of Seismic Surveys and drilling of 20.8 thousand metres with 2 well completion in Bengal basin during the financial year 1985-86.

Firing Exercises in Delhi Cantonment Area

471. SHRI MOOL CHAND DAGA : Will the Minister of DEFENCE be pleased to state :

(a) whether firing range of Delhi Cantonment Military authorities was under adverse comment in the local Press and if so, the details thereof ;

(b) since when this range for firing exercise was under use ;

(c) whether a good number of residential colonies have sprung up in the vicinity of this range, which came up as unauthorised colonies in the beginning and later were regularised civil authorities ;

(d) whether Military authorities intervened in the matter when unauthorised colonies were coming up and later when they were regularised ; and

(e) if so, whether Military authorities propose to find a safer place for firing exercises ?

THE MINISTER OF DEFENCE (SHRI P.V. NARASIMHA RAO) :
(a) Yes, Sir.

(b) This range has been in use for the past 50 years or so.

(c) Two colonies namely Narain Vihar and Inderpuri are located to the North West of this firing range, at a distance of approximately 3000 meters.

(d) Military authorities are not concerned as these colonies are not on Military lands.

(d) This is the only range available for training of troops of nearly 120 units stationed in and around Delhi. Its shifting would not be advisable as it would adversely affect the training of troops. However, the safety of residents in the area will not be compromised and additional security measures are being taken.

Setting up of Petro Chemical Projects in the States

472. SHRI BASUDEB ACHARIA : Will the Minister of PETROLEUM be pleased to state :

(a) the names of the States which had proposed to the Union Government to set up Petro-Chemical projects in their respective States during the Sixth Five Year Plan period ; and

(b) the State which had offered the Union Government 40 per cent equity share and direct participation in implementing the Petro-Chemical Project in that State ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA) : (a) Andhra Pradesh, Assam, Bihar, Gujarat, Haryana, Himachal Pradesh, Maharashtra, Orissa, Punjab, Rajasthan, Sikkim, Tamil Nadu, Uttar Pradesh and West Bengal.

(b) The State Governments of Gujarat and West Bengal had suggested participation of the Central Government in the equity share capital of the petro-chemicals complexes proposed to be set up in their respective States.

[Translation]

Setting up of Small Telephone Exchanges in Almora District of U.P.

+473. SHRI HARISH RAWAT : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether it is proposed to set up small Telephone Exchanges at Lamgarh Danya, Tarikhet and Devalikhet in Almora District of Uttar Pradesh ; and

(b) if so, the time by which these Exchanges will be set up ?

MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : (a) and (b) : Estimate for opening of 25 line SAXs at Lamgarh stands sanctioned. The exchange could not be opened due to non-payment of demand notes by the minimum required prospective applicants. It will be opened after the required applicants make the payment.

An estimate for opening of 25 line SAX at Danya is being processed for sanction and is likely to be opened in 1985-86 on receipt of stores.

There is no proposal to open SAXs at Terikhet and Devlikhet at present.

[English]

Phone Expansion Plan

474 SHRI M. RAGHUMA REDDY : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether there are ambitious telephone expansion plans to cover the country ;

(b) if so, the details thereof ; and

(c) whether these plans also cover the rural areas whereby telephones in rural areas will be available within a reach of 1 Km. for every citizen ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : (a) Yes, Sir,

(b) These are still under discussion with the Planning Commission.

(c) No, Sir. The proposals envisage availability of telephone within 5 Kms. of most inhabitations.

S.T.D. Facilities in Pattanathitta District

475 PROF. P.J. KURIEN : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether Pattanathitta district in Kerala does not have STD facilities at present ; and

(b) if so, whether there is any proposal to introduce STD facilities in this district ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : (a) Yes, Sir.

(b) It is planned to provide STD facility to Pattanathitta by linking it with Trivandrum Trunk Automatic Exchange.

Introduction of 'New Drug Policy'

476 SHRI SOMNATH RATH : Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether Government have a proposal to introduce 'New Drug Policy' ;

(b) if so, the new factors expected to be taken into consideration in the new drug policy ; and

(c) the time by which the new policy is expected to be introduced ?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) : (a) to (c) : Review of the 1978 Drug Policy is in progress. The basic approach underlying the report of the National Drugs and Pharmaceuticals Development Council is that—

- (i) Special attention need to be paid by the Government to the priority drugs—drugs which are widely used in medical practice and are required for national programme for major diseases like T.B., Leprosy, Malaria etc., and
- (ii) That Policy should be re-oriented to ensure that the drugs are available in abundant quantities at fair prices and with good quality.

The report would now be considered by the Consultative Committee attached to the Ministry. It is difficult to indicate specifically when the New Drug Policy would be announced.

Action taken on 95th Report of Law Commission Bifurcation of Supreme Court

477. **SHRI CHITTA MAHATA :**
PROF. MADHU DANAVATE :
SHRI AMAR ROYPRADHAN :

Will the Minister of LAW AND JUSTICE be pleased to states :

(a) whether Government propose to divide the Supreme Court into the constitutional and legal divisions on the recommendations contained in the 95th Report of Law Commission ;

(b) if so, the details in this regard and the number of constitutional cases and

legal cases so far pending in the Supreme Court ; and

(c) if not, the reasons therefore ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI H.R. BHARDWAJ) : (a) and (c) : The Commission has recommended in its Ninety-fifth Report submitted to the Government on 1st March, 1984 that the Supreme Court of India should consist of two divisions, namely, (a) Constitutional Division; and (b) Legal Division, and has also recommended certain amendments to the Constitution and consequential provisions to be regulated by ordinary legislation. The matter is at a preliminary stage of consideration and no decisions have been taken with regard to these recommendations. It is only after an indepth study of these recommendations in consultation with the authorities concerned that decisions will be taken.

(b) The number of constitutional cases and legal cases pending in the Supreme Court as on 31.12.1984 is as follows :—

(i) Constitutional matters ... 15,021

(ii) Non-Constitutional matters
... 31,847

In addition, there are 33,865 admission matters and 62,158 miscellaneous petitions pending in the Supreme Court as on 31.12.1984.

Increase in Profit Levels in Public Undertakings Under Ministry of Defence

478. **SHRI K. RAMCHANDRA REDDY :** Will the Minister of DEFENCE be pleased to state :

(a) whether all the nine public undertakings under Ministry of Defence have increased their profit levels by 27 per cent ;

(b) if so, details of this achievement :

(c) whether prices of goods produced have been escalated for the "Captive" market which in this case is totally the public/Government sector itself ;

(d) whether increased profits are due to improved productivity ; and

(e) if not, full facts of the situation in each of the nine public sector units mentioned in (a) above ?

THE MINISTER OF DEFENCE (SHRI P.V. NARASIMHA RAO) : (a) and (b) : The aggregate net profit before tax of the nine Defence Public Sector Undertakings increased from Rs. 72.05 crores during 1982-83 to Rs 91.57 crores during 1983-84, thus resulting in an increase of 27 percent. The details in respect of each undertaking are as below :—

(Rs. in crores)

Sl. No.	Name of PSU	1982-83	1983-84
1.	Hindustan Aeronautics Limited	23.47	32.92
2.	Bharat Electronics Limited	23.46	26.84
3.	Bharat Earth Movers Limited	42.42	38.83
4.	Mazagon Dock Limited	9.99	14.20
5.	Goa Shipyard Limited	0.49	1.04
6.	Praga Tools Limited	1.12	2.04
Total (A)		100.95	115.97
7.	Garden Reach Shipbuilders and Engineers Limited	(-) 18.50	(-) 13.09
8.	Bharat Dynamics Limited	(-) 3.35	(-) 3.14
9.	Mishra Dhatu Nigam Limited	(-) 7.05	(-) 8.17
Total (B)		(-) 28.90	(-) 24.40
Total (A) + (B)		72.05	91.57

(c) Mostly the prices quoted by the Defence Public Sector Undertakings are on "fixed cost" basis. Escalation to provide for normal increase in the cost of raw materials, labour, etc., is also sometimes allowed as per the terms of the contract. In addition to selling to Defence Services, the Defence Public Sector Undertakings are also selling other items in competition with national and international organisations.

(d) and (e) : The increase in the manpower of the Defence Public Sector Undertakings during the above period has been marginal, but the production, however, has increased substantially from Rs. 1144.13 crores during 1982-83 to Rs. 1418.85 crores during 1983-84.

Defective Pin-Type Cylinders Supplied by Oil Companies

479. SHRIMATI KISHORI SINHA : Will the Minister of PETROLEUM be pleased to state :

(a) whether his attention has been drawn to the news item in 'The Statesman' of March 4, 1985 stating that the new pin-type cylinders supplied by the Oil Companies for LPG users, are defective ; and

(b) if so, the action taken thereon ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA) : (a) Yes, Sir.

(b) The new pin-type cylinders supplied by the Oil Companies are not defective. A suitable clarification has been got issued in the news-paper on March 14, 1985.

Appointment of Permanent Chief Justices in various High Courts

480. SHRI THAMPAN THOMAS : Will the Minister of LAW AND JUSTICE be pleased to states :

(a) whether a large number of judges are working as acting Chief Justices in a number of High Courts in the country ;

(b) if so, the details thereof ;

(c) the reasons of their continuation as acting Chief Justices ; and

(d) by what time permanent Chief Justices are likely to be appointed in these High Courts ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI H.R. BHARDWAJ) ; (a) to (d) : As on 15.3.85, the offices of the Chief Justices were vacant in the High Courts of Allahabad, Andhra Pradesh Gauhati, Gujarat, Jammu and Kashmir, Kerala,

Punjab and Haryana and Sikkim, and acting Chief Justices were functioning in these High Courts.

The appointment of the permanent Chief Justice of the Gujarat High Court has been notified. The matter of appointment of permanent Chief Justices in the other High Courts is engaging the attention of the Government. It is not possible to indicate the time by which they will be appointed.

Evaluation of the Data Obtained in Indo-Soviet Joint Space Flight

481. SHRI SATYENDRA NARAIN SINHA : Will the Minister of DEFENCE be pleased to state :

(a) whether the data obtained in the Indo-Soviet joint space flight has been evaluated ;

(b) if so, conclusions thereof ; and

(c) whether any further programme in this direction has been planned ?

THE MINISTER OF DEFENCE (SHRI P.V. NARASIMHA RAO) : (a) Yes, Sir.

(b) A report on the findings of the various experiments conducted during the space flight is under preparation.

(c) At present there are no plans for another joint Indo-Soviet manned space flight.

Home Delivery System of Gas Cylinders in Jammu and Kashmir

482. PROF. SAIF-UD-DIN SOZ : Will the Minister of PETROLEUM be pleased to state :

(a) whether home-delivery system has been adopted in respect of supply of gas cylinders throughout the country ;

(b) if so, whether the same system exists in Jammu and Kashmir States; and

(c) if not, the reasons thereof?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM : (SHRI NAWAL KISHORE SHARMA) : (a) and (b) : Yes, Sir

(c) Does not arise.

Losses Incurred by I.D.P.L.

483. SHRI Y.S. MAHAJAN : Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether the IDPL has as on March 31, 1984 suffered cumulative loss of over Rs. 117 crores and its performance in December, 1984 showed a finished goods inventory of about Rs. 20 crores and outstanding of Rs. 50 crores;

(b) whether the company had failed to manufacture crucial anti-tubercular drugs and other drugs which were required to be produced under the National Health Programme and the capacity utilisation in the case of other drugs has also been very low;

(c) whether the production of essential drugs by the Rishikesh plant has been low due to equipment breakdown and faulty raw material procurement planning; and

(d) the steps Government have taken or propose to take for optimum utilisation of drug manufacturing capacity, especially the anti T.B. and other drugs which form part of the National Health Programme by the various units of IDPL?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) : (a) The cumulative loss of IDPL as on 31.3.84 was Rs 117.16 crores. The inventory and outstanding of the Company as on 31.12.1984 were about Rs. 28.81 and Rs. 28.03 crores respectively.

(b) and (d) : IDPL has supplied most of the orders from the Ministry of Health for anti T.B. drugs. The remaining supplies would be completed shortly.

Capacity utilisation varies from plant to plant and depends on market demand, production and cost considerations. IDPL is taking steps to improve capacity utilisation.

(c) IDPL has reported that it is not so.

Progress Re : Setting-up of a Petro-Chemicals Company at Haldia

484. SHRI SATYAGOPAL MISRA : Will the Minister of PETROLEUM be pleased to state :

(a) The present position of the proposal of setting up of a Petro-chemical complex at Haldia, West Bengal;

(b) the details of the progress of the project so far; and

(c) the role of the Union Government in this project?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA) : (a) and (c) : Government of India have already issued a letter of intent to the West Bengal Industrial Development Corporation (WBIDC) to set up a petro-chemicals complex in Haldia. WBIDC is reported to have spent about Rs. 5 crores for acquisition of land and its development, and for construction of level crossing and link roads etc.

Holding of Elections in Punjab and Assam

485. SHRI AMAR ROYPRADHAN : Will the Minister of LAW AND JUSTICE be pleased to state :

(a) whether Government are considering to hold elections in the State of Punjab and Assam;

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

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI H.R. BHARDWAJ) : (a) to (c) The Election Commission has informed that the holding of elections in the State of Assam would be considered only after the completion of the intensive revision of electoral rolls with reference to 1.1.1985 as the qualifying date. The revision, which has been initiated by the Commission in fulfilment of its assurance to the Supreme Court has not yet been completed.

As regards Punjab, it may be mentioned that the Government have already taken various steps with a view to the creation of a congenial atmosphere in the State. The Commission has informed that it will be in a position to consider proposals to hold elections in the State of Punjab as and when the Central Government indicates the possibility of the revocation of the President's rule.

Toy Production in Priority Industry List

486. SHRI R. ANNANAMBI : Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) whether Government would consider to include toy production in the list of priority industries since toys had not only the play value but also contribute to education and psycho-social development of the child; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS (SHRI ARIF MOHAMMAD KHAN) : (a) : and (b) The production of toys has already been reserved for exclusive manufacture in the small scale sector and the small scale sector, as a whole, is treated as priority sector for development of credit.

Incentives and Subsidies for Industrial Growth not only fully utilised

487. SHRI PRIYA RANJAN DAS MUNSI : Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state ;

(a) whether he is aware of the fact that the incentives and subsidies allotted for the industrial growth are not fully utilised on account of the information gap; and

(b) if so, the reasons thereof and the remedial steps Government propose to take in this matter ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS (SHRI ARIF MOHAMMAD KHAN) : (a) The Central Incentive and Subsidy scheme for development of industrially backward areas has been given the widest publicity and the State Governments are aware of the details of the scheme. Figures of disbursement of subsidy during the last three years will prove that the scheme has elicited very good response. The figures are as follows :

1982-83	Rs. 40.00 crores
1983-84	Rs. 53.20 crores
1984-85	Rs. 83.84 crores
(upto 10th March)	

(b) Does not arise.

Measures to Prevent Mismanagement In LPG Cylinders

488. SHRI AJIT KUMAR SAHA : Will the Minister of PETROLEUM be pleased to state :

(a) whether Government are aware that in West Bengal LPG cylinders were being diverted to unauthorised consumers while domestic consumers were being deprived of these cylinders; and

(b) if so, the details of the measures being taken to check the mismanagement in LPG Cylinders ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAVAL KISHORE SHARMA) : (a) and (b) : Yes, Sir, LPG cylinders intended for domestic consumers have been diverted for use in the construction of the Metro Railway in Calcutta. The matter was taken up with Railways who instructed their contractors to refrain from using LPG. The Oil Industry is seeking the assistance of the Government of West Bengal to deal with this problem.

Nationalization of Hindustan Pilkington Glass Works Ltd.

489. SHRI AMAL DATTA :
SHRI SANAT KUMAR
MANDAL :

Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) whether Government are aware that in view of non-acceptance of offer from Window Glass Ltd. to settle bank dues with Bank of Baroda, the possibility of Window Glass Ltd. to take over the Hindustan Pilkington Glass Works Ltd. (HPGW), Asansol in West Bengal, will be bleak;

(b) in that case, whether Government will consider the earlier proposal of the Chief Minister of West Bengal to nationalise the unit;

(c) If so, when; and

(d) if not, the reasons thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS (SHRI ARIF MOHAMMAD KHAN) : (a) According to the information received from the State Government of West Bengal, the settlement proposal given by M/s. Window Glass Ltd. for taking over M/s. Hindustan Pilkington Glass Works Ltd. has been approved in principle by the Grindlays Bank and the Bank of America. The proposal is yet to be approved by the third Bank viz. The Bank of Baroda.

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

Telecommunication Facilities in Raigarh District of Madhya Pradesh

490. KUMRAI PUSHPA DEVI. Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether Telecommunication facilities available at present are not

adequate in Madhya Pradesh in general and Raigarh District of that State in particular;

(b) if so, whether his Ministry has any proposal to provide additional telecommunication facilities in that part of Madhya Pradesh ;

(c) if so, the schemes prepared therefor; and

(d) the time by which the additional telecommunication facilities are expected to be provided there ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : (a) (i) Telecom. facilities available in Madhya Pradesh are adequate.

(ii) Telecom. facilities available at Raigarh District are as follows :

No. of exchanges ...	15
Equipped capacity ...	1330
Working connection ...	1039
Waiting list ...	109
Long Distance PCO ...	74

Thus the facilities are adequate.

(b) Yes.

(c) The scheme for additional telecom. facilities to be provided at Raigarh District is as below :

(i) Raigarh 600-lines automatic exchange will be expanded to 1000-lines.

(ii) Raigarh will be connected to National Dialling Network.

(iii) All existing telephone exchanges will be expanded suitably as and when demand builds up.

(iv) Ten small exchanges will be newly opened in the district.

(v) 75 Long Distance PCOs are also proposed to be opened.

(d) Additional facilities indicated in (c) above are expected to be completed during the 7th Plan period.

New Telephone Expansion Schemes

491. SHRIMATI MADHURI SINGH : Will the Minister of COMMUNICATIONS be pleased to state :

(a) the details of new telephone expansion schemes in the country; and

(b) the time by which the telephone facilities will immediately available to the needy persons all over the country without waiting for the long years ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : (a) These are still under discussion with the Planning Commission.

(b) Subject to the availability of financial resources, this may be feasible by the turn of the century.

Construction of Post Office and Telephone Exchange Building at Laxmi Nagar, Delhi

492. SHRI VILAS MUTTEMWAR : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether a post office in the District shopping Centre at Radhu Place is being set up;

(b) whether a plot is being earmarked by the Delhi Development Authority for the Post Office and the Telephone Exchange at Laxmi Nagar ; and

(c) the reasons for not setting up a Post Office building in this are so far ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : (a) No, Sir.

(b) Postmaster General, Delhi Circle has requested Delhi Development Authority for allotting a plot for construction of a Post Office building in the District Shopping Centre which is to come up in Laxmi Nagar area. The present Laxmi Nagar P. O. is proposed to be shifted this departmental building when it is constructed. A plot of land measuring 2 acres has been acquired from DDA for the construction of Telephone Exchange building at Laxmi Nagar, Delhi.

(c) As no departmental plot is as yet available.

Increase in Rate of Royalty on Crude Oil to Gujarat

493. SHRI R. P. GAEKWAD : Will the Minister of PETROLEUM be pleased to state :

(a) whether the question of increase in the rate of royalty on crude oil to Gujarat and determining it at the rate of 20 per cent of the import parity price is pending since a long time;

(b) whether soon after fixing the rate of royalty at the rate of Rs. 61 per ton, Union Government increased the domestic price of crude from Rs. 305 per ton to Rs. 1,182 per ton in July, 1981 which is now at Rs. 1,382 per ton ; and

(c) if so, when a decision is likely to be taken in the matter as the State Government is losing considerable revenue ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAT KISHORE SHARMA) : (a) to (c) : The question of revi-

sion of the existing rate of royalty is under consideration and a decision will be taken as soon as possible.

Setting up of Regional Office of ONGC in Andhra Pradesh

494. SHRI V. SOBHANADREESWARA RAO : Will the Minister of PETROLEUM be pleased to state :

(a) the conclusion drawn after conducting offshore drilling operations by Oil and Natural Gas Commission extensively in the coastal Andhra Districts;

(b) whether a task force has been set up by ONGC to go into the details regarding utilisation of natural gas;

(c) if so, the details of its recommendations; and

(d) whether Government propose to set up a Regional Office of ONGC in Andhra Pradesh to expedite the drilling operations with utmost efficiency ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA :

(a) Gas has been discovered in onshore areas and oil and gas in offshore areas in deep waters. The basin is considered prospective but commercial quantities of hydrocarbons are yet to be established.

(b) and (c) : Yes, Sir. The task force has recommended that various fractions of natural gas be used for production of fertilizers, petro-chemicals and liquid petroleum gas.

(d) The existing office at Rajahmundry has been controlling the onshore operations in Krishna-Godavari Basin since July, 1977. It is proposed to be strengthened further. An offshore supply base has been set up at Visakhapatnam port and a helicopter base at Vijayawada airport.

S.T.D., Telex and Auto-Exchange Facilities in Bidar, Karnataka

495. SHRI NARSINGHRAO SURYA WANSHI : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether STD, Telex and Auto-exchange facilities are scanty in Bidar; Karnataka;

(b) whether Government are proposing for their expansion; and

(c) if so, the time by which these will be expanded ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : (a) At present an automatic exchange of 600 lines is working at Bidar with a waiting list of 208 lines. However, STD and Telex facilities are not available at Bidar.

(b) Yes, Sir.

(c) *Auto Exchange* :

Present capacity of 600 lines of auto exchange is planned to be expanded progressively during the 7th plan period.

S.T.D. : Bidar is likely to be provided with STD facilities during the 7th plan period after the reliable transmission medium linking Bidar with Hyderabad is commissioned.

Telex : A 20 line telex exchange has been planned for Bidar during the 7th plan period.

Party Position in the Lok Sabha and State Assemblies etc.

496 DR. A. K. PATEL : Will the Minister of LAW AND JUSTICE be pleased to state :

(a) party-wise position in Lok Sabha and various States and Union Territories Assemblies as at present and as before the latest elections; how does each party's strength compare then and now;

(b) how many such constituencies were lost by each party in these elections as were won by them in the previous elections; and

(c) how do the figures of (b) compare with those obtained in previous three elections as related to each party?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI H. R. BHARDWAJ) :
(a) to (c) : Information regarding party-

wise position for the Vth, VIth, VIIth, and VIIIth Lok Sabha as compiled by the Election Commission is in the attached statement. Similar information for State Assemblies is not yet available since the elections to state Assemblies and Union territories were concluded only recently. This information will be collected and laid on the Table of the House.

In view of the changes which have taken place in political parties from time to time (whether by way of split, merger or otherwise), it is not feasible to make any comparison of the type indicated in parts (b) and (c) of the question without the risk (in the case of most of the parties) of the conclusions being merely expression of opinions.

Statement

Statement showing seats secured by different political parties at the General Elections to the House of the People held in 1971, 1977, 1980 and 1984.

Name of Party	1971	1977	1980	1985
1	2	3	4	5
NATIONAL PARTIES :				
1. Indian National Congress	352	154	—	403
2. Indian National Congress (I)	—	—	353	—
3. Bhartiya Lok Dal	—	295	—	—
4. Janata Party	—	—	31	10
5. Janata Party (Secular)	—	—	41	—
6. Bhartiya Janata Party	—	—	—	2
7. Lok Dal	—	—	—	3
8. Indian Congress(Socialalist)	—	—	—	4
9. Indian National Congress (Organisation)	16	3	—	—
10. Swatantra Party	8	—	—	—

1	2	3	4	5
11. Bhartiya Jan Sangh	22	—	—	—
13. Samyukta Socialist Party	—	—	—	—
13. Praja Socialist Party	3	—	—	—
14. Communist Party of India	23	7	11	6
15. Communist Party of India (M)	25	22	36	22
16. Indian National Congress (U)	—	—	13	—
TOTAL	451	481	485	450

Name of Party	1971	1977	1980	1985
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STAFF AFFAIRS :

All Party Hill Leaders' Conference	1	—	—	—
Bangla Congress	1	—	—	—
Bhartiya Kranti Dal	1	—	—	—
Anna Dravida Munnetra Kazhagam	—	19	2	12
Dravida Munnetra Kazhagam	23	1	16	2
Kerala Congress	3	2	1	—
Kerala Congress (J)	—	—	—	2
United Front of Nagaland	1	—	—	—
Revolutionary Socialist Party	3	4	4	3
Shiromani Akali Dal	1	9	1	—
United Goans (Sequeira Group)	1	—	—	—
Forward Block	2	3	3	2
Muslim League	2	2	2	2
Vishal Haryana Party	1	—	—	—
Jammu & Kashmir National Conference	—	2	3	3

1	2	3	4	5
Peasant and Worker's Party	—	5	—	1
United Democratic Front	—	1	—	—
Maharashtrawadi Gomantak Party	—	1	1	—
Sikkim Janata Parishad	—	—	4	—
Telugu Desam	—	—	—	30
Indian Congress (J)	—	—	—	1
TOTAL	40	49	34	58
Other Parties	13	3	1	—
Independents	14	9	9	5
GRAND TOTAL	518	542	529*	513**

NOTES : *In 1980, election from 12 Parliamentary constituencies of Assam could not be held as in one parliamentary constituency viz. 3-Autonomous District (ST) sufficient staff was not available to conduct the election due to no-cooperation of Govt. employees whereas in 11 parliamentary constituencies no nominations were filed. In addition in 1-Shillong parliamentary constituency in Meghalaya election could not be held as all the validity nominated candidates withdrew their candidatures.

**In 1984, election for 14 parliamentary constituencies in Assam and 13 parliamentary constituencies in Punjab were not held while the dates of poll in Mandi parliamentary constituency (Himachal Pradesh) and Ladakh parliamentary constituency (Jammu & Kashmir) have been postponed to 25.5.85 and 24.4.85 respectively.

Opening of More Telegraph Offices in Bangalore

497. SHRI V. S. KRISHAN IYER : Will the Minister of COMMUNICATIONS be pleased to state :

(a) the number of telegraph offices in existence at present in Bangalore City; and

(b) whether Government propose to open some more telegraph offices in Bangalore, especially in new extension areas like Jeevan Bhima Nagar, J. P. Nagar, Banashankari, etc. ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : (a) The number of tele-

graph offices in existence at present in Bangalore City is 110, Sir.

(b) Telegraph facility is available in new extension areas like Jeevan Bhimanagar, J. P. Nagar and Banashankari. Proposals for upgrading the telegraph facilities in Miniseddipalaya, Dooravaninagar and Vijayanagar are under consideration.

Kerosene Mixed with Naphtha Supplied by Hindustan Petroleum Corporation in Kerala

498. SHRI SURESH KURUP : Will the Minister of PETROLEUM be pleased to state :

(a) whether in Kerala the Hindustan Petroleum Corporation has distributed kerosene mixed with naphtha ;

(b) whether due to this, seven persons died and a number of persons were injured while using this kerosene ;

(c) whether Government have conducted any enquiry into this incident ;

(d) if so, the out come thereof; and

(e) whether the Hindustan Petroleum Corporation has given any compensation to the victims ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA) :

(a) Some supplies of kerosene oil made in January/February, 1985 from the Cochin Terminal of the Hindustan Petroleum Corporation Limited have been found to be contaminated with Naphtha/Motor-Spirit.

(b) As on the 12th March, 1985, 13 persons are reported to have died and 109 person injured in fire accidents caused by the contaminated kerosene oil.

(c) and (d) : Apart from the investigation being conducted by the Crime Branch of Kerala State Police into the cases registered, Hindustan Petroleum Corporation has ordered an enquiry by a Technical Committee and its report is expected in the last week of March, 1985.

(e) Hindustan Petroleum Corporation has contributed Rs. 4 lakhs to the Chief Minister's Relief Fund for providing relief to the affected families. The State Government has ordered the District Collectors to make ex-gratia payments to the affected families.

Targets for Installation of New Telephone Lines during Sixth and Seventh Five Year Plans

499. SHRI AMARSINH RATHAWA : SHRI MOHANLAL PATEL :

Will the Minister of COMMUNICATIONS be pleased to state :

(a) the target fixed for intalling new telephone lines in the country during the Sixth Five Year Plan ;

(b) the achievement made so far;

(c) whether the target fixed has not been achieved; if so, the reasons therefor; and

(d) the target fixed for installing new telephone lines in the country during the Seventh Five Year Plan period and the amount earmarked therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : (a) 13.30 lakh lines.

(b) 7.56 lakh lines by 31.1.85.

(c) No, Sir. The target has not been achieved. The shortfall is mainly due to ;

1. Inadequate allocation of funds to Telecom. Sector;
2. Delayed/unbalanced supplies of equipment and material from indigenous sources ; and
3. Delay in commissioning of Digital electronic local exchanges (of E-10B type) due to prolonged validation tests.

(d) This is still not finalised as our proposals are still under consideration in the Planning Commission.

Commissioning of Tellichery Automatic Telephone Exchange

500. SHRI K. P. UNNIKISHNAN : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether there has been a delay in completion of Tellicherry automatic telephone exchange ; and

(b) if so, the date by which the Exchange will be commissioned ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWASMIRDHA): (a) There has been a little delay in commencing construction of building for Tellicherry automatic telephone exchange.

(b) The telephone exchange is expected to be commissioned by March, 1988.

Complaints Regarding Functioning of Telephone Exchanges in Calicut and Cochin.

501. SHRI K. P. UNNIKRISHNAN : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether there have been complaints regarding functioning of telephone exchanges in Kerala in

general, and Calicut and Cochin in particular; and

(b) if so, reasons therefor and the steps taken to improve the equipment quality of service ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : (a) Yes, Sir. There were two complaints regarding functioning of telephone exchange at (i) Pallarivattam ; and (ii) Eda Cochin.

(b) The functioning of telephone Exchanges at Kerala (including Calicut and Cochin) is generally satisfactory. The following steps have been taken to improve the equipment and quality of service further :

- (1) Supervision and inspections are being tightened up.
- (2) Efficiency team visits different exchanges to find out incidence of faults of equipments.
- (3) Replacement of overhead lines by underground cables wherever possible.
- (4) Use of drop wires to replace bare overhead wires to provide connections to subscribers.
- (5) Proper fittings of Distribution points and subscriber offices.
- (6) Recommendation of Committee on Telecommunications are being implemented progressively.

Expansion of Tele-Communications Facilities During Seventh Five Year Plan Period in Maharashtra

503. SHRI BALASAHEB VIKHE PATIL : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether Government have drawn up the broad plans for expansion of tele-communication facilities during the Seventh Five Year Plan period ;

(b) if so, the number of new exchanges, PCOs electronic exchanges and new lines that are to be created in Maharashtra ;

(c) the district-wise break up of this plan if available ; and

(d) whether any effort is being made to make the service cheaper ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : (a) Yes, Sir.

(b) and (c) : The Plan is still under discussion with the Planning Commission. Detailed plans for the individual territorial/urban units will be finalised only after the plan size has been decided upon.

(d) As of now, there appears to be no possibility of making the service cheaper due to rising investment costs in the coming years.

Issue of Supplement to the Delhi Telephone Directory

504. SHRI VIJAY KUMAR YADAV : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether it is proposed to issue a Supplement to the Delhi Telephone Directory released recently giving latest telephone numbers of Minister, MPs etc; and

(b) if so, the time by which the supplement will be issued ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : (a) and (b) : Yes, Sir. A

Supplement to Delhi Telephone Directory corrected upto 31.3.1985 including telephone numbers of Ministers, MPs etc. is expected to be available by June, 1985.

Reservation of the Production of Some Drugs

505. SHRI VIJAY KUMAR YADAV : Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether the Indian drug sector has proposed for reserving the production of some items of drugs for itself; and

(b) if so, the details of such drugs and Government's decision thereon ?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) : (a) and (b) : The Indian Drugs Manufacturers Association has suggested that 138 Bulk Drugs be reserved for companies without foreign equity. Government would take into account all view points while taking a decision regarding changes, if any, in the Drug Policy.

Taking over of Sick Industrial Units by MRT Companies

506. SHRI SAIFUDDIN CHOWDHARY : Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) whether MRTP Companies are being asked by Government to take over sick industrial units ;

(b) if so, the response from those companies;

(c) whether any of the industrial units of the MRTP companies have fallensick;

(d) if so, details thereof; and

(e) the reasons for not nationalising such companies ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS (SHRI ARIF MOHAMMAD KHAN) : (a) No, Sir.

(b) Does not arise.

(c) Yes, Sir.

(d) Data on the sick industrial units is being collected by the Reserve Bank of India and in accordance with the practices and usages customary among bankers as also in conformity with the provisions of the statutes governing nationalised banks, it will not be possible to divulge the names of the individual constituents of the banks.

(e) Nationalisation of any industrial unit is considered by the Government in the light of the policy guidelines on sick industries issued in October, 1981. Salient features of the Policy Guidelines have already been furnished in reply to Lok Sabha Unstarred Question No. 204 on 23.1.1985.

Increase in Oil Production to Achieve Self-Sufficiency

507. SHRIMATI JAYANTI PATNAIK : Will the Minister of PETROLEUM be pleased to state :

(a) the names of various agencies engaged in oil exploration and production;

(b) whether his Ministry had given directions to those agencies to increase oil production to achieve self-sufficiency in oil ; and

(c) if so, the achievements made by various oil exploration and production agencies in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM

(SHRI NAWAL KISHORE SHARMA): (a) Oil and Natural Gas Commission (ONGC) and Oil India Limited (OIL).

(b) Yes, Sir.

(c) As a result of efforts of the ONGC and OIL the country's self-sufficiency in crude oil has increased from about 30% in 1980-81 to about 69% at present.

Telephone Problems

508. SHRI G. VIJAYA RAMA RAO : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether it is a fact that for every Six telephones, installed (working or not working) in the country, there is one staff member, the highest ratio in the world; and

(b) whether majority of the telephone problems in India are due to over-staffing ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : (a) No. Sir. As per figures available, the correct ratio is about 9.6 telephones per employee.

(b) The figures in respect of some other countries are as under : (Figures compiled by International Telecommunication Union, Geneva, 1973-1982 ; figures of 1982 are taken)

1. China	...	9.35
2. Egypt	...	9.12
3. Pakistan	...	9.97
4. Argentina	...	66.84
5. Australia	...	93.54
6. Brazil	...	55.34
7. Canada	...	151.25
8. Indonesia	...	22.74
9. Iran	...	55.71
10. Iraq	...	32.45
11. Mexico	...	104.23

The comparative figures are given for the Telecommunication Systems as a whole for these countries and not for similar type of Telephone Exchanges.

Proposal for Captive Plantation for Paper Production

509. SHRI K. PRADHANI : Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) the steps Government propose to take to contain the cost of production of paper and raise its production by the industry ;

(b) whether captive plantation is the only long-term solution to the raw-material problem ; and

(c) if so, the steps Government propose to take to allow this venture particularly in the states like Orissa where there is a great scope for plantation in consultation with the State Governments concerned ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS (SHRI ARIF MOHAMMAD KHAN) : (a) The measures taken to increase production of paper and paper board in the country and to contain the cost of production include *Inter-alla* the following :—

- (i) A capacity of 23.49 lakh tonnes per annum has already been installed as on 1.1.85 against the target of 20.5 lakh tonnes fixed for the Sixth Plan.
- (ii) An additional capacity of 34.8 lakh tonnes has been approved by way of industrial licences/Letters of Intent and registration with DGTD which is under various stages of implementation.

(iii) Excise rebates have been offered for use of unconventional raw materials by small paper mills, utilisation of bagasse, and for paper manufactured by new units.

(iv) Customs duty on imported pulp and wood chips totally exempted.

(v) Customs duty on wood in certain specified forms has been reduced from 100% to 10%.

(vi) Import duty on waste paper used for paper making has been waived.

(vii) Flexibility has been given to the paper industry for production of any variety of paper and paper grade pulp including paper board/straw board within the licensed capacity in line with the market demand.

(b) Raising of captive plantations will help to meet the long-term cellulosic raw material requirement of the industry.

(c) The various State Governments, including the Government of Orissa, have already been advised to draw up a Master Plan which would provide for Industry Oriented Plantations to be developed over a period of time in selected areas.

Decline in West Bengals's share in Leather Industry

510. SHRI SANAT KUMAR MANDAL : Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) whether West Bengal's share in leather industry's exports has been nosediving further creating an 'alarming situation' (Financial Express, New Delhi dated 11.2.1985);

(b) whether West Bengal has not got any footwear training institute at supervisory and operative level like Agra and Madras functioning under the Small Industries Service Institute;

(c) whether the industry has been facing acute shortage of skilled and supervisory personnel in footwear, leather goods, shorts goods and leather garment industries ; and

(d) if so, the steps being taken to save the West Bengal's leather industry from the impending collapse ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS (SHRI ARIF MOHAMMAD KHAN) : (a) There has been a decline in share of leather and leather products export from Calcutta Port from 21.95% in 1982-83 to 16.67% in 1983-84 although there has been an increase in total export from Rs. 399.95 crores to Rs. 436.04 crores from the country. More than 90% of the export from Calcutta Port originates from West Bengal. The decline in export is mainly due to increase export of value added products like shoe uppers, footwear and leather goods from Delhi and Bombay Ports.

(b) No, Sir.

(c) The industry has reported shortage of skilled workers especially for manufacture of footwear and leather goods.

(d) Calcutta continues to be one of the important centres for production of finished leather which are also made available for value added leather products manufactured in other parts of the country for meeting internal demand as well as export. In order to supplement the State Government efforts for meeting the increased training needs of the industry. Small Industries Development Organisation is

planning to set up a Central Footwear Training Centre (CFTC) in West Bengal during the Seventh Plan period (1985-90) on the model of the existing CFTCs at Agra and Madras for training skilled, supervisory and managerial personnel required by footwear and leather goods industry in the region. The Small Industries Service Institute and the Footwear Extension Centre at Calcutta are also providing *ad hoc* training courses for footwear industry.

Setting up of Gas Cracker Complex Based on Bombay High Gas in Gujarat

512. SHRI R. P. GAEKWAD : Will the Minister of PETROLEUM be pleased to state :

(a) whether Government of Gujarat had applied in July, 1979 for a letter of intent for setting up a Gas Cracker Complex based on Bombay High Gas ;

(b) whether Government are aware that State Government has acquired the land at the site approved by the Union Government at Kawas near Surat ;

(c) whether Gujarat Petro-Chemical Corporation has submitted a revised feasibility report to Union Governments ; and

(d) if so, the reasons for delay in the issue of a letter of Intent ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA) : (a) Yes, Sir.

(b) Government are not aware of the land having been acquired by the State Government for the proposed gas cracker project.

(c) Yes, Sir.

(d) The question of issue of a letter of intent would arise after issues

such as assured availability of feed stock, demand for products and availability of resources with the State Government are resolved.

Supply of Kerosene to Orissa

513. SHRI LAKSHMAN MAL-
LICK :
SHRI ANANTA PRASAD
SETHI :

Will the Minister of PETROLEUM be pleased to state :

(a) whether Government of Orissa have recently approached Union Government for supplying additional quota of kerosene oil to that State ; and

(b) if so, the details regarding the quantity demanded and the reaction of Union Government thereon ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA) :

(a) Yes, Sir.

(b) Government of Orissa had requested for enhancing the State's quota of kerosene of 7970 tonnes made for September, 1984 by about 500 tonnes per month for the months of October, November and December, 1984 and February, 1985. The request was considered and the allocation was increased suitably as indicated below :—

(*Figures in Tonnes*)

Month	Original allocation	Ad hoc allocation	Total allocation
October, 1984	7970	500	8470
November, 1984	8930	—	8930
December, 1984	8930	500	9430
January, 1985	8930	—	8930
February, 1985	9500	500	10000

Take over to Sick Industrial Units in West Bengal

514. SHRI INDRAJIT GUPTA : Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) whether Union Government have a proposal under consideration to take-over some major closed or sick industrial units in West Bengal ;

(b) if so, the names of these units ; and

(c) the steps being taken in this direction ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS (SHRI ARIF MOHAMMAD KHAN) : (a) No, Sir.

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

Maruti Car Components

515. SHRI BALASAHEB VIKHE PATIL :

SHRIMATI GEBTA MUKHERJEE :

Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state ;

(a) whether as per agreement the Maruti car now being manufactured will have 45 per cent Indian components in 1984-85 and by 1988-89 it will be raised to 95 per cent ;

(b) whether the Japanese Director of Maruti Udyog is reported to have said that infrastructure of ancillary production in India was extremely weak and they were not of the same standard as that coming from ancillaries of Japan (Hindustan Times—21-2-85) ;

(c) whether this has created a setback in the minds of the prospective buyers ; and

(d) whether Government would set up such ancillaries in collaboration with State Governments so that the quality of components is not allowed to fall ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS (SHRI ARIF MOHAMMAD KHAN) : (a) The indigenous content of Maruti cars is expected to be about 3 during 1985-86 and 95% by 1988-89.

(b) The Director representing the collaborators of Maruti Udyog Ltd., during a Press Conference, commented on the difficulties in obtaining adequate number of quality components from the Indian ancillary industry.

(c) No, Sir.

(d) No, Sir. Government is, however, affording full support for setting up of new ancillary units in addition to modernisation and expansion of the existing ones.

New Sources of Oil in Andhra Pradesh

516. SHRI BALASAHEB VIKHE PATIL : Will the Minister of PETROLEUM be pleased to state :

(a) whether now reserves of oil have been located in Andhra Pradesh ;

(b) if so, the likely reserves according to survey ; and

(c) the time by which this reserves can be topped fully for commercial/ domestic use ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA):

(a) to (c) : The exploratory drilling in Andhra Pradesh has not established any commercial oil reserves so far. However, the earlier wells drilled at Narsapur, Razole, Bhimanapalli and Kaikalur have indicated presence of gas.

Technology Gap in the Indian Fertilizers Consultancy Organisations

517. SHRI K. P. UNNIKRI-SHANNAN : Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether there is any technology gap in the Indian fertilizer consultancy organisations, like PDIL, EIL and FEDO in the plant designing and engineering, and the area of engineering and technology where they are backward, with particular reference to area and ammonia plants; and

(b) the role envisaged for these organisations in the development of Indian fertilizer industry ?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) : (a) There is a Transfer of Technology Agreement between Projects and Development India Ltd. (PDIL), a public sector engineering organisation and M/s. Haldor Topsoe of Denmark and between FACT Engineering and Design Organisation (FEDO), another public sector organisation and M/s. M.W. Kellogg of USA for Ammonia process based on gas as feedstock for plant capacities upto 1350 TPD. Both the

public sector engineering organisations are progressively assimilating the foreign technologies for the ammonia process. With regard to other feed stocks like coal and Fuel Oil, the technology gap is still to be filled up in the area of gasification and purification. However, PDIL and FEDO have to gain more experience in work relating to procurement and construction management. In the case of Urea process, the gap in basic engineering and technology still exists.

(b) PDIL has a vital role to play in the development of the Indian fertilizer industry through its intimate involvement as authorised/nominated contractors with Haldor Topsoe and Samprogetti in design engineering, procurement services, construction supervision, commissioning, etc. FEDO is also involved in the setting up of large ammonia plants in collaboration with M.W. Kellogg of USA. In due course, these public sector engineering organisations would be able to undertake work relating to setting up of Ammonia and Urea plants independently.

Shortage of Nitric Acid, Industrial Alcohol, Acetic Anhydride

578. SHRI K. RAMAMURTHY :
SHRI ZAINAL ABEDIN :
SHRI K. PRADHANI :

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether fifty drugs and chemicals units have stopped production for want of an important raw material nitric acid;

(b) whether several chemical units are in the grip of acute shortage of industrial alcohol ;

(c) whether two producers of bulk aspirin in the country have suspended production as they are unable to procure acetic anhydride, the basic raw material derived from industrial alcohol; and

(d) if so, the steps proposed to be taken by Government to avert a serious crisis of drugs and chemicals in the country ?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) : (a) to (d) : Several complaints have been received from Drugs and Chemicals manufacturing units about the non-availability of Nitric Acid and as well as Industrial Alcohol.

Similarly, complaints have been received from two producers of Aspirin about the non-availability of Acetic Anhydride.

The shortage of Nitric Acid is due to the partial disruption of production in one of the three Nitric Acid manufacturing units of Rashtriya Chemicals and Fertilizers (RCF), Bombay. They have been advised to ensure that sufficient Nitric Acid is made available to meet the essential requirements of the priority Nitric Acid user industries by revising the production plan. RCF are making suitable arrangements accordingly to relieve the shortage.

Government have allowed import of Denatured Ethyl Alcohol for industrial use by waiving import duty. Ethyl Alcohol is required for the manufacture of Acetic Anhydride through Acetic Acid. Import of Acetic Acid is also being permitted. With these steps initiated, indigenous availability position of Acetic Anhydride is expected to improve in the near future.

Drugs Manufactured by M/s. Glaxo Laboratories Ltd.

519. SHRI RAM BHAGAT PASWAN : Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) the names of drugs which are under price control and names out of them which are manufactured by M/s.

Glaxo Laboratories Ltd. and

(b) the total number of drugs being manufactured by M/s. Glaxo Laboratories Ltd. and total out of them under price control thereof ?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) : (a) and (b) : The names of price controlled bulk drugs are specified in the First and the Second Schedule to the Drugs (Prices Control) Order, 1979. M/s. Glaxo Laboratories Limited are engaged in the production of 13 bulk drugs as per details of production available for the year ending June, 1983 and out of these, 9 are price controlled. Their names are given below :—

- (1) Vitamin 'A'
- (2) Meclozine Hydrochloride
- (3) Methdilazine Hydrochloride
- (4) Chlorphenesin
- (5) Ethinyl Oestradiol
- (6) Betamethasone
- (7) Diphtheria Toxoid
- (8) Tetanus Toxoid
- (9) Pertussis Toxoid.

Service Cards to Telephone Subscribers to Record Breakdowns and Repairs Details

520. **SHRI G. VIJAYA RAMA RAO :** Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether during the Seventh Lok Sabha, announcement had been made that each telephone subscriber will be provided a service card to record breakdowns and repair details ;

(b) if so, whether this assurance has been implemented throughout the country ;

(c) whether some Members of Parliament have written about non-implementation of the assurance at (a) above ; and

(d) if so, whether any corrective steps including action against non-compliance, have been taken ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : (a) to (d) ; Service card for each subscriber has already been incorporated on the last page of the telephone directory. The inspecting staff, during the periodical check of telephone subscribers' installations, get the signature of the subscribers in the telephone service card maintained by the staff. The individual fault cord is also being maintained in the telephone exchanges for each subscriber to record the breakdowns and repairs etc.

Monitoring and Evaluation Studied to See Working of Telephones

521. **SHRI G. VIJAYA RAMA RAO :** Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether Government propose to make an independent monitoring and evaluation studied to see the working of telephones and also instal telephone meters in each house/office like electricity and water meters; and

(b) whether Government also propose to set up an Advisory Committee for each major telephone exchange with effective public representation ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : (a) No, Sir. Also there is no proposal to instal telephone meters

in each house/office like electricity due to technical and economical reasons.

(b) No, Sir. However one Telecommunication Advisory Committee is constituted for each State/Union Territory and one Telephone Advisory Committee for each Telephone District.

Issue of Commemorative Stamp in the Memory of Martyr Prafulla Chaki

522. SHRI SAIFUDDIN CHOWDHARY :
SHRI HANNAN MOLLAH :

Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether Government have prepared a list of Freedom fighters in whose memory postal stamps will be issued ;

(b) if so, the particulars of the persons included in the list;

(c) whether there have been requests to include the name of Martyr Prafulla Chaki in the list ;

(d) if so, whether a commemorative stamp will be issued in his memory ; and

(e) if not, the reasons thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : (a) Yes Sir.

(b) The personalities tentatively selected for further issue of stamps in the Freedom Struggle series are listed at statement attached.

(c) Yes, Sir.

(d) No, Sir.

(e) The name of Martyr Prafulla Chaki was not recommended for

inclusion in the series either by the working group or by the Sub-Committee constituted for this purpose.

Statement

Master Tara Singh ;

Ashfaqualla Khan ;

Manabendra Nath Roy ;

Madan Lal Dhingra ;

S. Satyamurthy ;

Dr. Hirday Nath Kunzru ;

Hakim Ajmal Khan ;

Shyamji Krishna Verma ;

Acharya Kripalani ;

Saifuddin Kitchlew ;

V.G. Pingle ;

Kshudi Ram Bose ;

Rajkumari Amrit Kaur ;

Khan Abdul Ghaffar Khan ;

Sir Henry Cotton ;

Chandra Shekhar Azad ;

Dr. Mathura Singh ;

Vanchi Iyer ;

C. Vijayaraghavachariar ;

Khan Abdus Samad ;

Pherozshah Mehta ;

Gopal Ganesa Agarkar ;

Udham Singh ; and

Chapekar Brothers .

Increase in the Turnover of Indian Telephone Industries

523. PROF. RAMKRISHNA MORE : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Indian Telephone Industries had recorded appreciable

increase in the turn-over for the year 1983-84 over the previous year ;

(b) if so, the details thereof ; and

(c) the total profits earned for the year 1983-84 ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : (a) Yes, Sir.

(b) During the year 1983-84 the turnover of ITI was Rs. 212.11 crores as compared to Rs. 182.05 crores during the year 1982-83.

(c) For the Year 1983-84, ITI earned a profit of Rs. 20.76 crores before tax.

Shortage of Woollen Blankets in Army

524. PROF. RAMKRISHNA MORE : Will the Minister of DEFENCE be pleased to state :

(a) whether Army is facing acute shortage of woollen blankets ; and

(b) if so, the reasons thereof ?

THE MINISTER OF DEFENCE (SHRI P. V. NARASIMHA RAO) : (a) and (b) Yes, Sir. Currently there is shortage of woollen blankets largely due to inadequate availability of wool of the requisite specification needed for manufacture of Type 'A' blankets and general discontinuance of the practice of accepting stores under price reduction.

Serious efforts are, however, being made with the help of Departments of Textiles and Supply as well as State Small Scale Industries Corporations to bridge up the gap.

[*Translation*]

Industries/Factories using Poisonous Gas

525. SHRI DILEEP SINGH BHURIA :
SHRI PIYUSH TIRKI :
SHRI K. PRADHANI :

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) the number and name of the factories in the country where poisonous gas or material having lethal effect, is used ;

(b) whether Union Government have appointed any agency to find out whether adequate safety measures existed in all these factories ;

(c) whether Union Government propose to appoint a High-Powered Commission to examine the safety arrangements in all these factories keeping the Bhopal gas tragedy in view ; and

(d) if so, the time by which it is likely to be appointed indicating its terms of reference ?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) : (a) and (b) : All the State Governments have been advised to undertake a thorough review of the existing rules and regulations under the Factories Act and its implementation, particularly with reference to industries using hazardous operations and processes including highly toxic substances. They have also been requested to set up Task Forces/Study Teams to review the existing safety measures in factories connected with chemicals and hazardous substances. Government have also identified 20 industries causing high pollution and have in respect of these industries prescribed special conditions

for site clearance from the environmental angle and installation of appropriate equipments for the prevention and control of pollution.

(c) and (d): Government have a proposal to set up a Technical Cell in the Ministry of Chemicals and Fertilizers to make a detailed study of the practices in vogue in developed countries for dealing with hazardous substances and the institutional controls in force to ensure safety for man and environment. The composition and the terms of reference are being formulated.

Union Carbide

526. SHRI DILEEP SINGH BHURIA : Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) the names and the location of the plants of the Union Carbide, a multinational company of U. S. A. running in the country ;

(b) the amount invested by the company in these plants ;

(c) whether some Indian capital has also been invested in these plants ;

(d) if so, the details thereof : and

(e) whether Bhopal Plant of this company was not running according to the terms and conditions of the licence ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS (SHRI ARIF MOHAMMAD KHAN) : (a) The plants of M/s. Union Carbide India Ltd, Calcutta are located at various places like Bombay, Calcutta, Madras, Bhopal, Hyderabad, Lucknow, Vishakapatnam and Srinagar.

(b) to (d) : As per the information available with this Ministry, the total authorised equity capital of the

Company is Rs. 40 crores. Of this, the total Subscribed/Paid-up Capital amounts to Rs. 32.583 crores. The foreign equity is of the order of 50.9%

(e) The terms and conditions of the Industrial Licence are monitored by the Admn. Ministry and the State Government concerned. The Bhopal Plant is presently the subject matter of an investigation by the Administrative Ministry viz. Ministry of Chemicals and Fertilizers and the State Government of Madhya Pradesh.

[English].

Control of Pollution by hazardous Chemicals Industries

527. SHRI MOHAMMAD MAH-FOOJ ALI KHAN : Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) whether after Bhopal tragedy, any indepth study has been made by Government with regard to the pollution caused by various industries in the country dealing with hazardous chemicals and long term effects of exposure to different set of chemicals in the area ;

(b) if so, the details thereof ; and

(c) the steps taken by Government to take a fresh look at the industrial policy with regard to industrial siting, inspection mechanism, industrial safety control and prevention of pollution from hazardous substances ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS (SHRI ARIF MOHAMMAD KHAN) : (a) and (b) : With a view to check and prevent air, water and soil pollution, arising out of industrial projects Government have prescribed certain conditions to be fulfilled by the industrial undertakings. Government have also identified 20 industries of highly polluting nature in respect of which Letter of Intent is not to be

converted into industrial licence unless certain prescribed conditions regarding setting up of pollution control equipment and siting are satisfied. The list of 20 industries includes chemical industries also like pesticides, insecticides, fertilizers, Sodium/Potassium cyanide.

(c) With a view to formulate detailed guidelines for siting of industries and also to prepare Environmental Impact Assessment reports and Environmental Management Plan for highly polluting industries, a Working Group has been set up in the Department of Environment. It has also been decided to set up a cell in the Ministry of Chemicals and Fertilizers to collect information on existing practices/regimen for regulation of manufacture, transport, storage and impact of hazardous substances and to critically examine the procedures and practices both in India and abroad and to suggest suitable regimen for adoption in India to meet the requirements.

Applications received for Establishment of new Industries

528. SHRI AMARSINH RATHAWA :
SHRI CHINTAMANI JENA :

Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) total number of applications received for establishing new industries in the country during the year 1984-85 from each State ;

(b) the number of applications cleared by the Centre for establishing new industries in the country, particularly in Gujarat and Orissa ; and

(c) the steps taken or being taken to establish new industries in the backward areas particularly in adivasi areas in the country which are industrially backward to provide job to the ignorant and backward population ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS : (SHRI ARIF MOHAMMAD KHAN) : (a) 1983 applications under the provisions of Industries (Development and Regulation) Act, 1951 for setting up of new industries in the countries were received during 1984-85 (up to 28.2.1985). State-wise break-up of these applications is given in the statement enclosed.

(b) The total number of such applications cleared by the Central Government for establishing new industries in the country is 354, while the figures for Gujarat and Orissa are 31 and 10 numbers respectively.

(c) In order to encourage the setting up of industries in backward areas including Adivasi areas, the Government of India is providing a number of incentives and concessions viz. Central Investment Subsidy, Concessional Finance facility, Interest Subsidy, Seed/Margin Money Assistance, Income Tax incentive and Transport subsidy, etc. Details of all these schemes are contained in the booklet on 'Incentives for Industries in Backward Areas, copies of which are available in the Parliament Library.

Statement

Statement showing the state-wise break-up industrial licence applications received and approved for establishings new industrie in the country during the year 1984-85 (positian from January, 1984 to February, 1985).

S. No.	State	Applications Received		Applications Approved 1984
		1984	1985 (Up to Feb.)	
1	2	3	4	5
1.	Andhra Pradesh	158	32	32
2.	Assam	41	9	8
3.	Andaman and Nicobar	2	—	1
4.	Arunachal Pradesh	5	—	1
5.	Bihar	30	5	5
6.	Chandigarh	5	—	1
7.	Dadra and Nagar Haveli	6	2	1
8.	Delhi	19	5	3
9.	Goa, Diu and Daman	13	2	2
10.	GUJARAT	137	30	31
11.	Haryana	107	14	24
12.	Himachal Pradesh	34	6	12
13.	Jammu & Kashmir	42	7	8
14.	Karnataka	87	12	14
15.	Maharashtra	215	27	50
16.	Kerala	19	0	3
17.	Madhya Pradesh	159	18	31
18.	Meghalaya	4	—	3
19.	Manipur	1	—	1
20.	Nagaland	1	1	—

1	2	3	4	5
21.	ORISSA	37	7	10
22.	Pondicherry	35	2	7
23.	Punjab	45	9	7
24.	Rajasthan	56	9	12
25.	Sikkim	4	—	2
26.	Tamil Nadu	108	11	38
27.	Uttar Pradesh	247	54	33
28.	West Bengal	50	8	8
29.	More than one State	39	7	6
		1706	277	354

**Survey of Industry Backward Areas
and step for its Industrialisation**

529. SHRI AMARSINH
RATHAWA :
SHRI CHINTAMANI
JENA :

Will the Minister of INDUSTRY
AND COMPANY AFFAIRS be pleased
to state :

(a) whether any survey has been
conducted to find out industrially back-
ward areas of the country, if so, the
findings ; and

(b) the steps being taken to estab-
lish industries in those areas and the
details of the steps ; and conces-
sions being offered by the Union
Government for establishing industries
in those areas ?

THE MINISTER OF STATE IN
THE MINISTRY OF INDUSTRY
AND COMPANY AFFAIRS (SHRI
ARIF MOHAMMAD KHAN) : (a)
and (b) : Planning Commission in
December, 1969 suggested the follow-
ing guide lines to be adopted by State

Governments for identifying districts as
industrially backward :

- (i) Per Capita food grains/
commercial crops production
depending on whether the
district is predominantly a
producer of food-grains/cash
crops (for inter-district compari-
sons conversion rates between
food grains and commercial
crops may be determined by
the State Government on a
predetermined basis where
necessary).
- (ii) Ratio of population to agri-
cultural workers.
- (iii) Per capita industrial output.
- (iv) Number of factory employees
per lakh population or alter-
natively number of persons
engaged in secondary and
tertiary activities per lakh of
population.
- (v) Per capita consumption of
electricity.

- (vi) Length of surfaced roads in relation to population or railway mileage in relation to population. It was also indicated that only those districts with indices well below the State average may be selected for suitable incentives from financial institutions.

Accordingly 246 districts were identified as industrially backward eligible to concessional finance facilities. Out of these, 101 districts/areas were further identified for benefits under the Central Investment Subsidy Scheme. Copies of these lists are available in the Parliament Library.

In November, 1981 at the instance of late Prime Minister a quick identification was made, on the basis of Action Plans prepared by the District Industries Centres, of all districts in India which did not have a single large or medium scale industry. 90 such districts have been identified and placed in Category 'A'.

With effect from 1.4.83 the Government of India have recategorised the backward areas into three category 'A', 'B' and 'C' with graded Central Investment subsidy. Copies of the Press Note No. 4/1/81-BAD (Vol. III) dated 27.4.83 and Notification No. 4/1/81-BAD (Vol. III) dated 7.9.83 the above incentives through which the above incentives were promulgated are available in the were promulgated Parliament Library.

Setting up of industries is primarily the responsibility of State Govts. The Union Govt. have however, provided a number of incentives e.g. Central Investment Subsidy, Concessional Finance, Transport Subsidy, Interest Subsidy, Seed/Margin Money Assistance, Income tax incentives etc. for establishment of industries in backward areas. Details of all these schemes are contained in the booklet 'Incentives for

Industries in Backward Areas', copies of which are also available in the Parliament Library.

Allotment of Cement to Tripura

530. SHRI AJAY BISWAS : Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased so state :

(a) the total metric tonnes of cement allotted to Tripura State in 1981-82, 1982-83 and 1983-84;

(b) the actual requirement and supply of cement to Tripura State during those years; and

(c) the reasons for allotting inadequate supply of cement to that State ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS (SHRI ARIF MOHAMMAD KHAN) : (a) and (b) : Allocation and supply of levy cement to the State of Tripura during 1981-82, 1982-83 and 1983-84 are as under :

Year	(in thousand tonnes)	
	Allocation	Supply
1981-82	64.0	39.8
1982-83	56.7	20.0
1983-84	61.5	31.0

The State Government of Tripura have not indicated their requirements of cement during these years.

(c) Inadequate supply of levy cement against allocation of the State of Tripura is on account of transport constraints across Farakka.

Supply of Diesel, Petrol & Kerosene to Tripura.

531. SHRI AJOY BISWAS : Will the Minister of PETROLEUM be pleased to state :

(a) the number of metric tonnes of diesel; petrol and kerosene allotted to Tripura during 1981-82, 1982-83 and 1983-84;

(b) the actual requirement of diesel, petrol and kerosene during those years; and

(c) the actual supply of diesel, petrol and kerosene during these years?

THE MINISTER OF STATE OF
THE MINISTRY OF PETROLEUM

(SHRI NAWAL KISHORE SHARMA):
(a) to (c): Diesel and petrol are available on free sale basis and no allocation of these products is made to the states. The requirement of kerosene of various States/Union Territories is determined on the basis of 5% growth over the allocations made in the corresponding month of the previous year on a 4-month block basis.

A statement showing allocation/sale of the products to Tripura during 1981-82, 1982-83 and 1983-84 is attached.

Statement

Statement showing allocations and sales of Kerosene and sales of petrol and HSD made in Tripura State during 1981-82, 1982-83 and 1983-84

(Figures in Tonnes)

Year	Petrol Sales	HSD Sales	Kerosene	
			Allocations	Sales
1981-82	2641	13663	12310	11704
1982-83	2638	14109	13300	12384
1983-84	2804	14637	13000	12309

Relief Measures provided to Victims
of Bhopal Gas Tragedy by Carbide

533. SHRI B. V. DESAI: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether his Ministry has made a seathing indictment of the role played by Union Carbide in the rescue operations at Bhopal as well as in the subsequent scheme to neutralise the remaining MIC in their pesticides plant;

(b) if so, whether his Ministry has pointed out in a note prepared recently the plant management failed to immediately inform the local authorities about the leakage;

(c) if so, the other points stated in their Report;

(d) the action Union Government propose to take against the company,

(a) whether all the relief measures that the Union Carbide has promised, have been provided to the affected people; and

(f) if so, the action being taken in that regard?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL): (a) to (c): Based on prima facie observations of Scientific and Official Teams of the Control and State Authorities a preliminary report on Bhopal incident was prepared by Government. The reference is perhaps to the press reports relating to this preliminary report. The preli-

minary report, inter-alia, refers to the following facts :

1. The plant management failed to immediately inform the local authorities about the leakage.

2. The plant authorities had not taken care to impart some minimum knowledge to the population residing in the surrounding areas about the elementary precautionary steps to be taken in the event of such a gas leakage.

3. The Union Carbide specialists could not know any light on the antidote to Methyl Isocyanate.

4. The plant authorities did not make available the specifications of commercial MIC required for considering the proper method for neutralising the remaining MIC.

5. The plant authorities also could not correctly indicate the MIC remaining in the non-affected tanks. As against their estimate of 15 tonnes in the second tank the quantity actually contained was 19 tonnes and in the standby tank, stated to be empty, 2 tonnes were found.

6. It also appears that the safety system in the plant was inadequate to neutralise the quantities of gas stored.

(d) to (f) : The licence under the Factories Act issued by the Government of Madhya Pradesh to the Company was not renewed and the plant remains closed. Cases were registered against the Union Carbide officials under various sections of the Indian Penal Code, etc. Government is also examining the various options available for obtaining compensation from the company, including initiation of legal measures. For this purpose Government have recently issued an Ordinance, namely, the Bhopal Gas Leak Disaster (Processing of Claims) Ordinance, 1985 whereby Government has assumed exclusive right to represent all claimants

in relation to this disaster with a view to ensure that the claims are dealt with speedily, effectively, equitably and to the best advantage of the claimants and for matters incidental thereto. Though Union Carbide Corporation, USA has made a contribution to Prime Minister Relief Fund, no relief measures have, however, been asked for by the Government from the Company.

Excess Telephone Billing

534. SHRI B. V. DESAI : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether there is a concrete evidence to prove that telephone subscribers are excessively billed ;

(b) if so, whether his Ministry had found certain officials involved in this racket ;

(c) if so, the steps being considered to rectify these frauds in the telephone bills ; and

(d) the other steps being considered for factual billing of the telephone calls ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : (a) Telephone subscribers are billed on the basis of meter readings and trunk call tickets. However we do receive a few cases of complaints of excess billing, arising out of clerical errors, technical faults etc.

(b) and (c) : No such racket has come to notice.

(d) Excess billing complaints arising out of clerical errors, are examined and the bills are revised wherever necessary. Suitable instructions have been issued to ensure accuracy in billing. As far as technical and other faults are concerned the various steps taken by the Department to reduce the

incidence of excess metering are as follows :—

- (i) Introduction of positive battery metering in cross bar exchanges.
- (ii) Provision of automatic switch over of day and night tariffs.
- (iii) Reduction of forced release period on called subscriber held condition from 1 to 2 minutes to 10 to 20 seconds in case of subscriber dialled trunk calls.
- (iv) Introduction of 500 milli seconds delay in trunk automatic exchanges for recognition of called subscribers answer condition.
- (v) Routine testing of subscribers meters.
- (vi) Sealing of meters.
- (vii) Locking of Meter Rooms.
- (viii) Restriction of entry into M.D.F. Room.
- (ix) Locking of D.Ps.
- (x) Raising of D.Ps.
- (xi) Formation of mobile vigilance squads.

Industrial Licensing

535. SHRI B. V. DESAI :
SHRI V. S. VIJAYA-
RAGHAVAN :

Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have considered the question of liberalisa-

tion of decision of industrial licensing and decentralisation of decision-making ;

(b) if so, the major changes undertaken by Government in the matter ; and

(c) the number of cases still pending with Government for issue of industrial licence ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS (SHRI ARIF MOHAMMAD KHAN) : (a) and (b) : Government have already taken several measures to liberalise industrial policy; streamline industrial licensing procedures and decentralise the decision making. No licence is required for setting up assets in land, building and plant and machinery upto Rs. 5 crores, subject to certain conditions. With a view to encourage larger volume of production and to provide flexibility to the manufacturers to adjust their product-mix depending upon the market demand, schemes of broad banding have been announced in respect of the following industries :—

- (i) Machine tools ;
- (ii) Motorised two-wheelers ;
- (iii) Motorised 4-wheeler vehicles
- (iv) Paper and pulp ;
- (v) Chemical, pharmaceutical, petro-chemical, fertilizer machinery industry.

25 industries have been de-licensed in respect of which no industrial licence will be required by non-MRTP/non-FERA companies and they will only be registered with the concerned technical authority, like D.G.T.D.

(c) 946 applications for industrial licence are pending as on 16th March 1985.

**Ban on Independent Candidates
Contesting Elections**

536. SHRI DHARAM PAL SINGH MALIK : Will the Minister of LAW AND JUSTICE be pleased to state :

(a) whether there is any proposal under consideration of Government to bring forward a legislation in Parliament to put a ban on the independent candidates to contest Lok Sabha and Legislature Assemblies elections ;

(b) whether Election Commission have recommended any such proposal to Government in this regard and ;

(c) if so, the decision taken by Government in the matter ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI H.R. BHARDWAJ) : (a) to (c) : No proposal to impose a ban on independent candidates to contest elections is under consideration of the Government.

It may, however be mentioned that in the context of some occurrences in relation to certain constituencies involving a large number of frivolous or non-serious candidates seeking election and the consequent administrative and other difficulties, the Election Commission has informed that it is examining the steps to be taken to discourage such non-serious candidates from standing for elections.

**Alternative Route to Shillong City
from Khasi Village of Mawshubuit**

537. SHRI G. G. SWELL : Will the Minister of DEFENCE be pleased to state :

(a) whether his attention has been drawn to the fact that the happy Valley cantonment, particularly the newly constructed Gorkha Training Centre in Shillong, has blocked off

the traditional route of the Khasi village of Mawshubuit with Shillong city compelling villagers to find their way through the cantonment resulting in occasional friction between the villagers and the army men ;

(b) whether any inquiry has been made into this ; and

(c) whether his Ministry propose to provide alternative route to Shillong city for the villagers ?

THE MINISTER OF DEFENCE (SHRI P. V. NARASIMHA RAO) : (a) and (b) : The road connecting Khasi village of Shillong city which passes through the Gorkha Training Centre was closed for a few days in 1980 during Assam agitation. The road was reopened shortly thereafter following a meeting between the State Government and the local military authorities, and remains open to civilian vehicular traffic and population of the area. Apart from an isolated incident which was duly enquired into, no complaints of occasional friction between villagers and the Army personnel have been received.

(c) Does not arise.

Shifting of Shillong Cantonment

538. SHRI G. G. SWELL : Will the Minister of DEFENCE be pleased to state :

(a) whether Shillong Cantonment built by the British decades ago now finds itself occupying large tracts within Shillong city itself and impinging on a heavy concourse of people such as Shillong's biggest bazaar, the Iow Dub Bazar ;

(b) whether the Meghalaya State authorities as well as the public have represented to him many times to shift the cantonment away from the city ; and

(c) whether Government propose to discuss the matter with the Meghalaya Government ?

**THE MINISTER OF DEFENCE
(SHRI P. V. NARASIMHA RAO) :**

(a) The boundaries of the Shillong Cantonment which was formed in 1885, are well-defined and have not changed significantly in the recent past. Civilian areas of the Cantonment, however, have become congested due to increase in civilian population and vehicular traffic in the Cantonment, as well as in the municipal areas.

(b) and (c) : Representations have been received requesting for the transfer of a few pockets of defence lands in Shillong Cantonment to the State Government These are being considered in consultation with the State Government.

Withdrawal by Chevron from contract for Prospecting for Oil in Saurashtra Coast

**539. SHRI G. G. SWELL :
SHRIMATI GEETA
MUKHERJEE :**

Will the Ministry of PETROLEUM be pleased to state :

(a) whether the American oil major, Chevron, has withdrawn from its contract for prospecting for oil in the Saurashtra coast ;

(b) the number of foreign oil companies in contract with ONGC at the moment ;

(c) whether the withdrawal of Chevron will have an effect on the attitude of other foreign oil companies in entering into a contract with ONGC ; and

(d) whether ONGC is still optimistic of reaching its target of crude production by 1989-90 ?

**THE MINISTER OF STATE OF
THE MINISTRY OF PETROLEUM
(SHRI NAWAL KISHORE SHARMA) :**

(a) Yes, Sir.

(b) None.

(c) No, Sir.

(d) Yes, Sir.

Increase in the Cost of Crude

540. SHRI G. G. SWELL : Will the Minister of PETROLEUM be pleased to state :

(a) the outgo in terms of rupees for the import of crude in 1984 ;

(b) whether as the result of the steep appreciation of the dollar, the outgo has sharply increased ;

(c) if so, the quantum of the increase expected this year ;

(d) whether the rupee outgo vis-a-vis the rouble for crude import has also increased ; and

(e) the steps proposed to be taken to ease the burden ?

**THE MINISTER OF STATE OF
THE MINISTRY OF PETROLEUM
(SHRI NAWAL KISHORE SHARMA) :**

(a) The outgo in terms of rupees for the import of crude oil in 1984 is expected to be Rs. 3495 crores.

(b) Yes, Sir.

(c) It is not possible to project the increase expected during 1985 because it will be dependent on the fluctuating exchange rate.

(d) The pricing for import from USSR is done on dollar basis and the payments are made in rupees applying the agreed exchange rate. Therefore, there is no impact of rouble and rupee exchange rate on the import bill.

(e) Exploration and development effort is being intensified so that more

oil is produced from already discovered oil fields and new oil fields.

Streamlining the Distribution of LPG in West Bengal

541. SHRI R. P. DAS : Will the Minister of PETROLEUM be pleased to state :

(a) whether Government of West Bengal had proposed a discussion with the Union Government to streamline the distribution of liquid petroleum gas to ease the crisis being faced by the domestic consumers ;

(b) if so, the result of the said discussion held between the representatives of the State and the Union Government ;

(c) the details of the points raised at the said discussion ; and

(d) if no discussion took place, the reasons for the same ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA) :

(a) Yes, Sir.

(b) and (c) : A statement giving the requisite information is being placed on the Table of the Lok Sabha.

(d) Does not arise.

Statement

On the suggestion of the Government of West Bengal, a discussion took place on 29.1.1985 in Calcutta between Secretary, Food and Civil Supplies, Government of West Bengal, Joint Secretary, Ministry of Petroleum and representatives of Oil Companies regarding supply of LPG in West Bengal. The position was reviewed at this meeting and the following decisions were taken with a view to improving the supply position :—

(i) Indian Oil Corporation and Hindustan Petroleum Corporation would augment the supply of LPG cylinders so as to wipe out the entire backlog by the end of February, 1985.

(ii) After the backlog in supplies has been cleared Indian Oil Corporation and Hindustan Petroleum Corporation would issue second cylinders against pending applications for second cylinders.

(iii) A copy of Control Order (for regulating distribution of LPG) which is being implemented by the Government of Gujarat in that State would be made available to Secretary, Food and Civil Supplies, West Bengal as desired by him for drafting a Control Order in respect of West Bengal.

(iv) General Manager, Indian Oil Corporation, Eastern Region would prepare and make available to Secretary, Food and Civil Supplies, West Bengal a consolidated list indicating areas in which help and assistance of the Government of West Bengal was needed by the Oil Industry in connection with the distribution arrangements for LPG.

A recent review of the position has shown that the backlog in West Bengal had become nil at the end of February, 1985. Second cylinders are being issued to consumers freely by the oil industry.

Steps to Improve the Functioning of Public Sector Pharmaceutical Companies

542. SHRI R. P. DAS : Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether Government are aware that the public sector pharmaceutical companies continue to suffer heavy losses ;

(b) if so, the details thereof ;

(d) the reasons for the losses ; and

(d) the concrete steps taken or proposed to be taken to improve the functioning of these companies ?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) : (a) and (b) : The year-wise losses of the public sector drug companies for the last three years are as under :—

(Rs. in lakhs)

	1981-82	1982-83	1983-84
Indian Drugs and Pharmaceuticals Limited	2744	2401	1943
Hindustan Antibiotics Limited	569	+ 24 (Profit)	171
Bengal Chemicals and Pharmaceuticals Limited	210	175	320
Bengal Immunity Limited	231	339	368
Smith Stanistreet Pharmaceuticals Limited	36	27	12

(c) Losses of the public sector drug companies are due to various factors such as technological problems, higher cost of production from basic stage and the product mix predominantly comprising Category I & II bulk drugs and formulations with low mark-up.

(d) Remedial Steps such as plugging loopholes in Import Policy which inhibit production and capacity utilisation, ensuring adequate availability of working capital, critical raw materials and attempts to upgrade technology are being taken.

Coal Based Fertilizer Plant at Korba M.P.

543. SHRI MOOL CHAND DAGA :
SHRI A.K. PATEL :
SHRI C. JANGA REDDY :

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether the Fertiliser Corporation of India had decided to set up a plant to manufacture coal-based fertilisers at Korba in Madhya Pradesh as back as 1960 and foundation of the same was laid in April, 1973 ;

(b) if so, the latest position of the plant ;

(c) when it is expected to resume production ;

(d) the total amount spent so far on the plant indicating expenditure incurred on machinery imported, building, staff and office ; and

(e) whether the causes of delay have been investigated and responsibility fixed for causing losses ?

(d) The necessary details are given as under :—

1. Machinery and equipment imported	—	Rs. 13.44 crores
2. Building	—	Rs. 0.61 crores
3. Staff & Office	—	Rs. 4.15 crores
TOTAL		Rs. 18.20 crores

(e) : In view of reply against (d) and (c) above, this does not arise.

**Disconnection of Telephones by
Telephones Department**

544. SHRI MOOL CHAND DAGA : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the working of Telephones Department in respect of disconnection of telephones has been streamlined after reviewing the Telegraph Rules, 1951, particularly Rules 420 and 421, to avoid harassment to the public ;

(b) if not, the reasons therefor ;

(c) the number of cases where the telephone connections were disconnected during 1983-84 and upto December, 1984 under General Manager, Telephones, New Delhi and the number of cases where telephone connections were restored during the same period; and

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) : (a) Yes, Sir.

(b) and (c) : The implementation of the project was held in abeyance due to resource constraints. The revival of the plant will be considered after the production at the other two coal-based fertilizer plants at Talcher in Orissa and Ramagundam in Andhra Pradesh stabilises.

(d) the number of cases where the Department was at fault and the action taken against the delinquent officials ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIR-DHA) : (a) and (b) : The policy on provisions of Indian Telegraph Rules 1951 is kept under constant Review. Rules 420 and 421 provide for disconnection of a telephone due to default of the subscriber on insolvency or breach of or failure to observe and comply with any of the rules thereunder. A notice in writing of not less than 7 Days except in emergent cases given to the subscriber and any representation made by him in reply to the same is considered by the Telegraph authority before any action is taken to disconnect the telephone. Provision of arbitration also exists in case of any dispute. There are therefore adequate safeguards against any harassment to the subscriber.

(c) The number of telephones disconnects under misuse during

1983—and upto Dec., 1984 is 314. Out of which 73 were restored.

(d) NIL

[*Translation*]

Setting up of Small Electronic Telephone Exchanges in Pithoragarh, in U.P.

545. SHRI HARISH RAWAT : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether there is a proposal to set up mini electronic Exchanges at Debidhura, Bering Kanalichina and Gangolihat in district Pithoragarh, U.P.; and

(b) if so, the time by which these are likely to be set up ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : (a) Small 9 line electronic exchanges were proposed for Debidhura, Berinag and Kanalichina in district Pithoragarh.

(b) A 25 line Electro-mechanical exchange is sanctioned at Gangolihat and is likely to be opened in 1985-86 on receipt of stores. At other places the proposal is now under examination to install similar exchanges.

Opening of Electronic Telephone Exchanges in Pithoragarh and Ranikhet in U. P.

+ 546. SHRI HARISH RAWAT: Will the Minister of COMMUNICATIONS be pleased to state :

(a) the time by which electronic Exchanges are proposed to be opened in Pithoragarh and Ranikhet Town in Uttar Pradesh;

(b) whether these Exchanges were to be set up there during 1984; and

(c) if so, the reasons for not setting up these units within the scheduled time and the action being taken by Government to remove the obstacles in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) :

(a) Receipt of equipment is expected during 1985-86. The work of installation of the electronic exchanges at Pithoragarh and Ranikhet would be taken up soon after.

(b) Pithoragarh and Ranikhet were two of the 80 towns selected for provision of electronic exchanges for automation subject to import of suitable equipment.

(c) Electronic exchanges are being introduced for the first time in the rural area and therefore require careful consideration from all angles like economic Viability and operational and technical compatibility with existing network. Negotiation with the suppliers to reduce the cost of the equipment have been successfully completed. Order are expected to be placed shortly.

Setting up of Small Telephone Exchanges in Almora, Chamoli, Tehri, Uttarkashi, Pauri and Pithoragarh Districts of U.P.

*547. SHRI HARISH RAWAT : Will the Minister of COMMUNICATIONS be pleased to state :

(a) the year-wise number of small Telephone Exchanges set up during the years 1981-82, 1982-83, 1983-84 and 1984-85 in Almora Chamoli, Tehri, Uttarkashi, Pauri and Pithoragarh districts of Uttar Pradesh ; and

(b) the reasons for slow progress in this regard during 1983-84 and 1984-85 and the steps taken to remove the obstacles ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : (a) The district and year-wise small telephone exchanges set up are as above :

	Name of the Distt.	1981-82	1982-83	1983:84	1984-85 till date.
1.	Almora	5	4	1	2
2.	Chamoli	—	2	1	—
3.	Tihri	—	1	—	1
4.	Uttar Kashi	1	1	1	1
5.	Pauri	1	—	—	—
6.	Pithoragarh	1	2	—	1

(b) The minimum required prospective subscribers are not coming forward to pay the demand notes for installation of telepone connections

Steps taken :

As a policy small exchange can be opened in rural areas on subsidised basis. 25 lines, 50 lines and 100 lines exchanges can be opened if anticipated revenue is 40%, 60% and 70% respectively of the expenditure and the demand is 10, 23 and 46 respectively.

[English]

Choking of Underground Phone Cables during Rain

548. SHRI M. RAGHUMA REDDY : Will the Minister of COMMUNICATIONS be pleased to state whether Government will ensure that underground phone cables do not get choked during every rain and monsoon showers as has been happening so far ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : Following measures are being taken to avoid choking of underground cables during monsoon season :

- (i) Pressurisation of Primary, secondary and Junction cables.
- (i) Use of jelly filled cables in distribution network.

(iii) Laying of cables in ducts.

(iv) Flooding of cable trenches before they are closed.

(v) Patrolling of cable routes to detect damages as and when caused.

Direct Dialling Facilities to Thodu-Puzha in Idukki District

549. PROF. P. J. KURIEN : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether there is any proposal to provide direct dialling facilities (STD) to Thodu-Puzha in Idukki district in Kerala : and

(b) if so, the time by which it will be done ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : (a) yes, Sir.

(b) S.T.D. facility to Thodu-puzha is likely to be provided during 1987.

Shortage of Soda Ash

550. SHRI VIJAY KUMAR YADAV : Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) Whether attention of Government has been drawn to the news item captioned "Glass units on the verge of closure" appeared in 'The Business Standard' of February 24, 1985 ;

(b) if so, whether there is a real shortage of soda ash ;

(c) if so, the extent thereof ; and

(d) the steps being taken to solve the shortage ?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) :
(a) Yes, Sir.

(b) to (d) : While production of Soda Ash in the country has shown a rising trend on an annual basis, some imports, which are allowed under Open General Licence to actual users, have also taken place. The figures in this regard for the last three years are :

(Qty. in lakh tonnes)

Year	Estimated Demand	Production	Imports
1981-82	6.80	6.32	1.48
1982-83	7.30	6.35	0.30 (Upto Sept, 1982)
1983-84	7.90	7.81	Not readily available.

The actual import statistics relating to Soda Ash beyond Sept., 1982 are not readily available. These statistics are compiled and published by the Directorate General of Commercial Intelligence and Statistics, Calcutta. There is usually a time lag in compilation and publication of the data. Once the statistics are compiled, they are published in the Monthly statistics for Foreign Trade of India, Volume II, copies of which are available in the Parliament Library.

At present, there are six units in the country engaged in the manufacture of Soda Ash with a total annual installed capacity of 10.05 lakh tonnes. A further capacity of 6.26 lakh tonnes has been approved through issue of Industrial Licence/Letters of Intent to meet the future demand.

As per the estimates made at the beginning of 1984-85, it was expected that the indigenous production of Soda

Ash by and large would meet the demand. However, there has been a spurt in the demand of Soda Ash in the country. It has now been estimated that the demand of Soda Ash during 1984-85 would be of the order of 9.0 lakh tonne as against 8.50 lakh tonnes estimated earlier and the likely production during this period would be of the order of 8.62 lakh tonnes. In view of the likely marginal shortage in the indigenous production and to keep a check on indigenous price, Government have recently reduced duty on import of Soda Ash to enable the actual users to import the same at a reasonable price.

Collaboration for Producing Soft Drinks with Pepsi Cola

551. SHRI VIJAY KUMAR YADAV :
SHRI SANAT KUMAR MANDAL :

Will the Minister of INDUSTRY

AND COMPANY AFFAIRS be pleased to state :

(a) whether there is a proposal for entering into a collaboration for the production of soft drinks between an Indian Company and foreign multinational Pepsi Cola;

(b) if so, the details of the proposed collaboration and Government's reaction thereto ;

(c) the extent of investment by the Pepsi Cola in bottling plants agro-based processing units ; and

(d) the terms and conditions for repatriation of the profits by this foreign company and whether it has agreed to reveal its drinks formulas, as per Government requirement ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS (SHRI ARIF MOHAMMAD KHAN) : (a) : Government have no information.

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

Proposal to Increase the Capacity of Oil Refinery at Haldia

552. SHRI CHITTA MAHATA : Will the Minister of PETROLEUM be pleased to state :

(a) whether there is a proposal to enhance the capacity of Indian Oil Refinery at Haldia ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA): (a) and (b) : Various proposals to enhance the capacity of refineries are under consideration and Haldia Refinery under Indian Oil Corporation Ltd. is one among them. Proposal is for expanding the existing refinery at Haldia from its present capacity of 2.5

million tonnes per annum to 5.5 million tonnes per annum with secondary processing facilities. Inter-se priorities of the various projects are being reviewed in the light of demand projections and the financial resources.

Finalisation of Electoral Rolls in Assam

553. SHRI CHITTA MAHATA : Will the Minister of LAW AND JUSTICE be pleased to state :

(a) whether Government have finalised the electoral rolls in Assam State ;

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI H. R. BHARDWAJ) : (a) to (c) : Under the Constitution, the responsibility to Prepare electoral rolls vests in the Election Commissions. Kind attention is invited to the reply given to Unstarred Question No. 129 dated the 22nd January, 1985. The Election Commission has informed that the Preparation of draft electoral rolls on the basis of the entries made in the enumeration books is still in progress.

Telephones on Demand

554. SHRIMATI KISHORI SINHA: Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether Government have any plans to achieve the goal "telephone on demand by a particular date ;

(b) if so, the number of additional telephone lines which would have to be provided before that date for the purpose ; and

(c) the steps proposed for achieving that objective ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : (a) Original 6th and 7th

plan proposals had laid down an objective of providing telephone practically on demand by 1990.

(b) Meeting of the above goal would require provisioning of at least 40 lakh additional direct exchange lines during the 7th plan.

(c) Plan proposals are still under discussions with the Planning Commission. However, it appears that this goal may not be feasible due to paucity of resources and other infrastructural constraints.

Funds for Haldia Petro Chemical Project in Seventh Five Year Plan

**555. SHRI ANANDA PATHAK :
SHRI SATYA GOPAL
MISRA :**

Will the Minister of PETROLEUM be pleased to state :

(a) whether Government of West Bengal have now suggested that the Union Government should provide funds for the important Haldia Petro-Chemical Project in the Seventh Five Year Plan ; and

(b) if so, Union Government's reaction thereto ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA): (a) and (b) : Government of West Bengal had suggested Participation of the Union Government in the Haldia Petrochemicals complex. The State Government have already been advised of the inability of the Central Government to Participate in the Project in the near future.

Contracting out Manufacturing of Essential Drugs to Private Companies by IDPL

556. SHRI Y. S MAHAJAN : Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether IDPL has been contracting out production anti T B drugs and other essential drugs to private companies ;

(b) if so, the reasons thereof ;

(c) whether it is permissible for the IDPL to follow such a course ; and

(d) the steps Government have taken or propose to check this unhealthy practice ?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) : (a) and (b) : IDPL produced some formulations including anti-TB formulations and kits on loan licensing basis due to the following reasons :

(i) Capacity constraints and the tight schedule for supply ;

(ii) Most of the items in the product range of IDPL.

(c) Yes, Sir.

(d) Does not arise.

Telecommunication Net Works in Orissa

557. SHRIMATI JAYANTI PATNAIK : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether his Ministry has taken up the Tele-communication expansion works in Orissa in response to the request made by the State Government ;

(b) if so, the various Tele-communication net works proposed to be implemented in Orissa in the beginning of the Seventh Plan Period ;

(c) the progress made in implementing those Tele-communication net works in Orissa ; and

(d) the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF (SHRI RAM NIWAS MIRDHA) : (a) Yes, Sir.

(b) The information is as per Statement

(c) The information is as per Statement

(d) The information is as per Statement.

Statement

Telecommunication net work Plans and Progress made in Orissa During Seventh Plan Period.

Telephone Exchanges :

The following exchanges are proposed to be Converted to auto exchanges in the beginning of the Seventh Plan Period.

1. Koraput CBNM 240 lines is planned to be converted into an automatic electronic exchange of 400 lines capacity by the end of 1985-86.

2. Damanjodi 100 lines MAX. III is planned to be converted into a 400 lines Main exchange (MAX II) by the end of 1985-86.

3. Angul 400 lines MAX. II : Equipment for its expansion to 500 lines has already been allotted.

4. Talcher CBNM 200 lines exchange is planned to be commissioned as 400 lines Main Exchange (MAX.II) during the year 1987-88.

5. *Expansion of Cuttack X-Bar Exchange* : The exchange is equipped with 6000 lines capacity. Further allotment of 4000 lines exists.

6. *Expansion of Bhubaneswar X-Bar Exchange* : This has already been expanded by 1000 lines i.e. from 5000 lines to 6000 lines in 1984-85. A further expansion of 1000 lines is

planned and allotment for the equipment exists.

7. *Rourkela Exchange (Town)* : The equipped capacity of the exchange has been expanded to 1500 lines. There is also a commissioning programme of Rourkela Plant exchange from 2400 lines to 2700 lines during the year 1984-85.

Telex Exchanges :

1. Barbil Telex (200 lines) is programmed for commissioning in 1985-86 subject to sufficient firm demands being available.

2. Equipment for Sambalpur Telex (20 lines) is also ordered on ITI, which is awaited.

3. Telex exchanges of 20 lines each at Koraput and Angul are being considered for the 7th Five Year plan.

Long Distance Public Telephones :

One hundred LDPTs both on openwire and MARR are planned for the year 1985-86. LDPTs on MARR equipment are to be opened subject to availability of indigenous equipment.

Microwave and UHF Schemes :

1. Jeypore—Koraput Narrow Band Microwave Scheme has been sanctioned. Equipment for the Scheme has been partially received. Civil works are in progress.

2. A UHF scheme is Planned between Angul and Talcher.

3. The following UHF Scheme in Orissa are sanctioned :

1. Koraput—Laxmipur
2. Jeypore—Gomindapalli
3. Balasore—Baripada
4. Jajipur Road—Keonjhar

5. Cuttack—Naupalli

6. Cuttack—Athgarh

Schemes at Sl. No. 1 and 2 are likely to be commissioned in the beginning of 7th Plan.

Petro-Chemical Complex at Haldia

559. SHRI SATYAGOPAL MISRA :
SHRI HANNAN MOLLAH :
SHRI AMAL DATTA :

SHRI SANAT KUMAR
MANDAL :

Will the Minister of PETROLEUM be pleased to state :

(a) whether the Union Government have agreed to review afresh the demand for setting up of Petro-Chemical complex at Haldia in West Bengal including the question of equity participation in the proposed project ;

(b) if so, details of Government's decision in this regard ; and

(c) if not, the reasons thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA):

(a) to (c) : The State Government have already been advised of the inability of the Central Government to participate in the near future, in the Haldia petrochemicals project, mainly on account of resources constraint.

Complaints Regarding Deterioration of Calcutta and Howrah Telephone System

560. SHRI PRIYA RAJAN DAS MUNSI : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether he has received any representation about the poor functioning and deteriorating conditions of Calcutta and Howrah telephone system ;

(b) the details of the complaint ; and

(c) if so, the steps the Ministry propose to take to provide relief to the telephone subscribers ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA):

(a) Yes, Sir.

(b) The complaints are in respect faults on telephone lines, congestion in inter-exchange traffic, unsatisfactory trunk call service and disputed telephone bills.

(c) Following steps are proposed to be taken to give relief to the subscribers :

(i) Progressive replacement of old and worn out equipment.

(ii) Laying of cables in ducts.

(iii) Pressurisation of main cables.

(iv) Progressive use of microwave and pulse code modulation equipment for junctions.

(v) Intensified coordination with various service authorities to prevent damage and theft of cables.

(vi) Accelerated investigations and disposal of billing complaints.

Induction of De-Mobbed Jawans in Ordnance Factories, CISF and R. P. F.

561. SHRI PRIYA RANJAN DAS MUNSI: Will the Minister of DEFENCE be pleased to state :

(a) whether Government are aware that the de-mobbed young hardworking jawans are facing problems for job after their retirement from Army ; and

(b) whether any scheme is being drawn to induct them in Ordnance factories, Central Industrial Security Force and Railway Protection Force ?

THE MINISTER OF DEFENCE (SHRI P. V. NARASIMHA RAO) :

(a) and (b) : Government are aware of the problems faced by ex-Servicemen in finding jobs on their retirement or release from service to mitigate which a number of facilities such as reservations in Group 'C' and 'D' posts, relaxation in educational qualifications, age and priority in employment have been extended to them. In particular, a policy of reservation is in force for employment of ex-Servicemen in Ordnance factories, Central Industrial Security Force, Railway Protection Force, etc. Though some difficulties have been encountered in the full utilisation of these reservations, particularly in para military forces, efforts are being made to overcome these. In respect of the employment of ex-Servicemen in para military forces, one of the difficulties has been that most recruitments are made in the rank of Constables, which ex-Servicemen are frequently reluctant to accept. Besides, they are generally more keen for employment close to their homes, in civilian employment.

Shortage of LPG Cylinders in West Bengal

562. SHRI AMAL DATTA : Will the Minister of PETROLEUM be pleased to state :

(a) the total demand of LPG cylinders per month in West Bengal ;

(b) the number of LPG cylinders being supplied per month by the IOC and the Hindustan Petroleum Corporation to the State ;

(c) the number of cylinders remaining short of the demand per month ;

(d) the steps being taken to cover the shortage ; and

(e) whether State Government has any control over the dealers of LPG cylinders as well as over the supply of LPG cylinders in the State ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA) :

(a) and (b) : The total demand and number of LPG cylinders being supplied per month in West Bengal is as follows :

	Total Demand	Number of cylinders supplied
Indian Oil Corporation	2.5 lakhs	In full
Hindustan Petroleum Corporation Ltd.	60,000	In full

(c) Currently there is no backlog in supply of LPG in West Bengal.

(d) Does not arise.

(e) The State Government has control over LPG distributors under relevant Statutes. The Government of West Bengal has no powers regarding regulation of LPG supplies in the State.

Forest-Based Industries in Madhya Pradesh

563. KUMARI PUSHPA DEVI : Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) the number of forest-based industries set up in Madhya Pradesh so far ;

(b) the names of the places where these forest-based industries have been located ;

(c) the number of people provided employment in those industrial units ; and

(d) the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS (SHRI ARIF MOHAMMAD KHAN) : (a) to (d) : The following forest-based industries have been set up in the organised sector in the State of Madhya Pradesh :

Name of the Unit	Location	Item of manufacture
Straw Products Ltd.	Bhopal	Paper and Paper Board
Orient Paper Mills Ltd	Amlai	—do—
Oriental Plywood & Veneering Industry	Gogon Raipur	Plywood
Central India Board Products	Itarsi	Particle Board
Parmal Wellace Ltd.	Bhopal	Density Board

In addition, a number of units have been set up in the small scale and cottage sectors during the years 1981-82, 1982-83 and 1983-84 as indicated below :

	1981-82	1982-83	1983-84
Artisan	753	1901	1541
S. S. I.	86	620	423
Total	839	2521	1964

Information about the number of people provided employment in the above units, and the names of places where the small scale and cottage sector units are located is not centrally maintained.

Opening of Post Offices in Backward Regions during Seventh Five Year Plan

564. KUMARI PUSHPA DEVI : Will the Minister of COMMUNICATIONS be pleased to state :

(a) the number of post offices proposed to be opened in the country during the Seventh Five Year Plan ;

(b) whether his Ministry will consider the proposal of opening more post offices in the backward regions of various States ; and

(c) if so, the particulars of the backward regions in different States identified for opening new post offices during the Seventh Five Year Plan ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : (a) The Seventh Five Year Plan (1985-90) has not yet been finalised.

(b) and (c) : Subsidised postal development is done for Tribal and

postally backward areas in the country. Tribal areas are those notified by Ministry of Home Affairs. Postal backwardness is where an area is fully 100% or more behind the All India figure of postal coverage. This is revised periodically to ensure proper postal development in the country. Existing list of backward areas in the country is enclosed as Statement.

Statement

Schedule of backward areas for purpose of Postal Development.

1. ANDHRA :

Bhadrachalam, Nugur, Yellundu and Kothagudem Taluks of Khamman Distt., Rampachodavaram and Prathipadi taluks of East Godavari Distt. Chintapalli taluks of Visakhapatnam Distt. Munthani and Mahadevpur taluks of Karimnagar Distt. Kalva Kurthi, Gadwal, Kodangal and Achampet taluks of Mahabubnagar Distt., Kuppam taluk of Chittoor Distt. Devara-Konda taluk of Nalgonda District, Chenur taluk (except 2 villages in Chenur C. D. Block delineated as tribal and including the tribal sub plan area and Rannapur taluk (except 12 villages in Kannapur C. D. Block delineated as tribal and including the tribal sub plan of Adilabad Distt.

2. BIHAR :

Dhanbad, Hazaribagh and Palamau District.

(excluding urban area/agglomerations).

Shalkund, Gopalpur, Sonahula, Sabour, Katorial, Shambhuganj, Dhauraiya and Baruhat blocks of Bhagalpur Distt. Chaksi, Sono, Laximpur, Jamalpur, Sadar, Dharhara, Surajgarha, Halsi, Sikandra and Khaira blocks of Monghyr Distt. Adhaura block of Rohtas Distt. Pritand block of Girdih Distt.

3. GUJARAT :

Bhuj and Lakhpat taluks of Kutch Distt. Jambughode taluk of

Panchaahal Distt. Jusdan, Wankaner, Paddhari and Lodhika taluks of Rajkot Distt. Sami taluk of Mehsana Distt. Okhamandal taluk of Jamnagar Distt. Chotila and Sayla taluks of Surindarnagar Distt. Disa, Radhanpur, Santhalpur, Deodar, Vav, Tharad, Danta and Dhanera taluks of Banaskantha District.

4. JAMMU & KASHMIR :

The whole of Jammu & Kashmir State.

5. KARNATAKA :

Sagar and Hasangar taluks of Shimoga Distt. Heggadadevankote taluk of Mysore Distt. Hailyal, Supa, Yellapur, taluk of North Kanara Distt. Kalghatgi taluk in Dharwad Distt. Khanapur and Sorab taluks in Belgaum Distt. Khanapur and Sorab taluks in Belgaum Distt. Sidlagatta, Chintamari, Bagepalli, Mulbagal, Gudibanda, Malur and Srinivasapur taluks of Kolar District, Anekal, Devanahalli, Hoskote, Dodbalapur and Magidi taluks of Bangalore Distt.

6. KERALA :

Kottarakara taluk of Quilon Distt. Kunnathanad taluk of Ernakulam Distt and Meenachill taluk of Kottayam Distt.

7. MADHYA PRADESH :

Shivpuri, Panna, Guna and Vidisha Distts. as a whole excluding urban agglomeration.

Morena Distt. (Excluding urban agglomeration and Karnal Block).

Rajnandgaon Distt (excluding urban agglomeration Manpur Mohta and Chowki blocks).

Sahdol Distt. (Excluding urban agglomeration Pushparajbagarh and Sohagpur Tehsils and [Jai Singh Nagar Community Development of Beohari Tehsil.

Sidhi, Distt. (excluding urban agglomeration, Kusmi T. D. block of Gopadbanas Tehsil).

8. MAHARASHTRA :

Kalyan and Ulhasnagar Tehsils/Taluks of Thane District. Ganganitavda Tehsils/Taluk of Kolhapur District, Satari and Sanguem Tehsils/Taluks of Goa District; Rajura Tehsil/Taluk of Chandrapur District Pen and Khalapur Taluks/Tehsils of Raigadh District/Taluk Jintur Tehsils/Taluk of Parbhani District and Maval Tehsil/Taluk of pune District.

9. NORTH EASTERN :

Karbi Anglong and North Cachar Hill Districts and Baharihat Block in Changa Tehsil in Kamrup District.

10. NORTH WESTERN :

Guhla Tehsil of Kurukshetro District.

11. ORISSA :

Mohana block of Ganjam District.

12. RAJASTHAN :

Barmer, Shiv, Pachpaha and Chohtan Tehsil of Barmer District, Jailsalmer and Pokaran Tehsils of Jaisalmer District Poalodi, Osianm Shergarh and Jodhpur Tehsil of Jodhpur District, Sriganganagar, Nohar, Hanumanharb, Sadulshabar, Sangaria and Suratgarh Tehsil of Sriganganagar District, Krishanganj, Shahbad and Ladpur Tehsil of Kota District, Churu and Sardarshabar Tehsil of Churu District, Bikaner, Lunkaransar Nokha and Srikotayatji Tehsil of Bikaner District.

13. TAMIL NADU :

Manambathi, Firka in Chengalpathus District, Manamelkudi Block and Veer patti, Illurpur, Perumarudur, Pudunagar Firka in Pudukkottai District and Mangalam Firka in Ramanathapuram District.

14. UTTAR PRADESH :

Mirzapur (South of river Sone), Babhni, Dudhi, Robertsganj, Negwachatra and Roggarh Blocks of Mirzapur District, Sirsla Block of Bhinga Tehsil, Jamunha, Ikauna, Bishasharganj, Gilaula, Kaiserganj, Fakharpur, Jarwal, Sheopur, Nawabganj, Risia and Hariharpur Blocks in Bahraich District, Painkhanda and Palti Nandak Parganas in Chamoli District, Balrampur Tehsil of Gonda District, Bhetua and Bhadar Blocks in Sultanpur District, Solan Block in Rae Bareli District and Uttarkashi Basti, Saharanpur, Moradabad, Rampur, Bareilly, Lucknow, Sitapur, Hardoi, Unnao, Pratagarh, Gorakhpur, Deoria. Azamgarh, Jaunpur, Ghazipur, Varrnasi, Barabhanke, Bijnore, Pilibhit, Shahjahanpur and Allahabad Districts (excluding urban areas/aggelomeration).

15. WEST BENGAL

Kalimpong sub division of Darjeeling District and Andaman and Nicobar Islands (District as a whole).

Setting up Telephone Exchange at Radhu Palace in the Trans-Yamuna Area of Laxmi Nagar and Shakarpur, Delhi

565. SHRI VILAS MUTTEMWAR : Will the minister of COMMUNICATIONS be pleased to state :

(a) whether the project of putting up a Telephone Exchange at Radhu Palace in Trans-Yamuna area of Laxmi Nagar and Shakarpur, Delhi has been pending completion for a long time ;

(b) the original scheduled date for the initiation and completion of the project ;

(c) the specific reasons for the delay in the commissioning of the project ; and

(d) the tentative date for the completion and inauguration of this telephone exchange in the area ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : (a) No, Sir.

(b) The tentative scheduled dates for commencement of exchange equipment installation and commissioning of the exchange were November, 84 and June, 15 respectively.

(c) The specific reasons for the delay in commencement of installation are as under :—

1. The building is still under construction.
2. Electric power supply is not yet available.
3. The equipment for A/C plants and stand-by engine alternators is yet to be received and installed.

(d) The exchange is likely to be Commissioned during the year 1986-87.

Harmful Effects of Pesticides and Insecticides

566. SHRI CHINTAMANI JENA : Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether the recent study on the Bhopal tragedy reveals that the use of pesticides is harmful for soil;

(b) whether the increased use of insecticides actually leads to less birds and more pests, rodents etc. and reduces fish production by polluting water in lakes, tanks, ponds etc. ; and

(c) if so, the steps being taken to stop this pollution in lakes, tanks and ponds, etc. by the chemical industries ?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) : (a) to (c) : The studies conducted in respect of the gas leakage from the Bhopal plant of M/s Union Carbide India Limited were in relation to Methyl Isocyanate which is a chemical used as an intermediate for manufacture of pesticides but is, itself, not a pesticide. As regards pesticides generally the manufacture, import and use of these within the country is regulated under the Central Insecticides Act, 1968. No pesticide is allowed for use until a thorough assessment has been made of its toxic effect on humans, animals and environment. The quality of the liquid effluents discharged by the chemical industries is defined by the standards indicated by the concerned State Pollution Control Boards as per the Water (Prevention and Control of Pollution) Act of 1974.

The judicious use of pesticides effectively control pests rodents etc., without polluting the environment. However, improper use of pesticides can lead to less birds and fish production by polluting water in lakes, tanks, ponds etc.

The Water Pollution Control Board has stipulated many conditions for the issue of manufacturing licences to the pesticide manufacturers for treating the effluents of the industry for making them safe before they are released in lakes, tanks, ponds etc.

Number of Lok Sabha and Assembly Seats determined for Gujarat State

567. SHRI R.P. GAEKWAD : Will the Minister of LAW AND JUSTICE be pleased to state :

(a) whether the Delimitation Commission has determined total number of seats in the House of the People for Gujarat State on the basis of 1981 Census ;

(b) total number of seats assigned to the Legislative Assembly of Gujarat State ; and

(c) number of seats reserved for Scheduled Castes and Scheduled Tribes both for the House of the People and Legislative Assembly of Gujarat State ; and

(d) if not determined so far, by what time it is likely to be done.

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI H.R. BHARDWAJ) : (a) No, Sir. Parliamentary and Assembly constituencies were de-limited last in 1976 on the basis of 1971 census.

(b) to (d) : A new Delimitation Commission can be set up only after an amendment to Articles 82 and 170(3) of the Constitution is carried out. Even if such an amendment is carried out and a new Delimitation Commission is established, the Commission would only readjust the constituencies on the basis of every decennial census, but the total number of seats allotted to various States in the House of the People and the various Assemblies would remain unaltered.

No Industry Districts in Gujarat

568. SHRI R. P. GAEKWAD : Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) whether Union Government are aware that apart from Dangs district in Gujarat which has been included as a 'No Industry district' there are number of districts like Gandhinagar, Banaskantha, Sabarkantha, Amreli etc. which have no medium or large scale industries and have been excluded ;

(b) whether the state Government has represented that Taluka/Block should be taken as the unit for the

purpose of ascertaining industrial backwardness; and

(c) whether in view of (b) above, Government propose to revise the guidelines for the purpose as the entire belt on the eastern side of Gujarat State is industrially backward which consists of a very high percentage of tribal population ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS (SHRI ARIF MOHAMMAD KHAN) : (a) According to the information furnished by the Government of Gujarat, large or medium Scale industries are existing in the Districts of Banaskantha, Sabarkantha and Amreli. Gandhinagar being the State Capital, has not been considered for inclusions in the list of No Industry Districts.

(b) Yes, Sir.

(c) The Taluka/Block has already been taken as a unit for identification of industrial backwardness. Talukas/Blocks from various States stand included in category 'B' & 'C' of the backward areas.

Use of Bombay High Gas for Power Generation in Gujarat

569. SHRI R.P. GAEKWAD : Will the Minister of PETROLEUM be pleased to state :

(a) whether the Bombay High Gas is being supplied to Tatas existing power plant at Trombay for generation of 500 MW of electricity as also to Rashtriya and Chemicals Fertilizers and Hindustan Petroleum ;

(b) whether Government of Gujarat have been persistently insisting upon the use of Bombay High gas in power generation for the proposed power station to be set at Kawas near Surat :

(c) whether Government of Gujarat have also been insisting upon to make available the surplus Bombay High gas after satisfying the priority use of gas in Bombay area as feedstock both in Gujarat State Fertilizer Company and in Gujarat Narmada Valley Fertilizer Company's Plants; and

(d) if so, the reasons for not allowing the Gujarat Government to use gas for power generation in preference to Tatas and others?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA):

(a) Yes, Sir; associated natural gas from Bombay High is being supplied to Tata Electric Company Rashtriya Chemicals and Fertilizers and Hindustan Petroleum Corporation Ltd.

(b) The Government of Gujarat have proposed to set up a gas-based power plant at Kawas near Surat.

(c) Natural gas is being supplied to Gujarat State Fertilizer Company; Gujarat Narmada Valley Fertilizer Company Limited has not proposed use of natural gas for fertilizer feedstock.

(d) The supply of associated natural gas to Tata Electric Company, Maharashtra State Electricity Boards and Hindustan Petroleum Corporation Limited is on a temporary basis.

Complaints regarding Illegal Printing of Leaflets Received by Election Commission

570. SHRI G. G. SWELL: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether complaints have been received by the Election Commission regarding illegal printing of leaflets without mentioning the names of printing presses and their distribution

during the Lok Sabha elections held in December, 1984;

(b) whether Complaints have also been received by the Election Commission about forgeries of names and signatures of contending candidates in the printing of such leaflets and their distribution;

(c) what steps the Election Commission has taken in the matter; and

(d) whether the offenders have been identified and nabbed?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI H.R. BHARDWAJ):

(a) to (d): The Election Commission with whom the matter was taken up has informed that the information is being collected. The information will be laid on the Table of the House after the same is received from the Commission.

12.00 hrs,

SHRI P. KOLANDAIVELU (Gobichettipalayam): Yesterday, in the discussion on the Railway Budget Mr. M. R. Janardhanan took part on behalf of the All India Anna DMK. But it has been wrongly reported in the newspapers that he is from Congress (I).

MR. SPEAKER: You please give in writing.

PROF. K. K. TEWARY (Buxar): I want to raise a very important issue. And I think the entire House will feel concerned about it. Many Akali leaders had been released from the jail by the Government. It was a welcome step. But after their release, some of the very responsible Akali leaders have also been coming out with hit lists. I am shocked to see that Mr. Longo-

wal and one or two more Akali leaders have said that the ultimate target of the hit squads prepared by the Akalis and other extremists, is the Prime Minister and the President of India. A similar report has appeared in the press that when the Prime Minister will be on his foreign tour, some extremists are organising hit squads in U.K., Canada and America. They will be visiting France. So, this is a very disquieting development. I would request you to direct the Government to come out with a statement because we had a very very shocking experience only recently. We do not want any chance to be taken with the life of the Prime Minister and the President of India.

[Translation]

MR. SPEAKER : First listen to me, what you have said is somewhat exaggerated. There is no hit list. I will try to find out facts about what I have read in the newspapers. I will write to the Home Minister. This is disquieting. The expression hit list has not been used. Enemy No. 1 and enemy no. 2—something like this has been written. This is the country of Gandhi, Gautam, Nanak and Farid ; we do not want such things to happen in this country.

This is democracy. We can exchange our ideas here. There can be supporters and there can be opposition in any matter but there can be no enemy. That is wrong. A person who says like this is also in the wrong. I would like the Government to look into the matter. The House will also look into it.

Such talk is against democracy. We have already paid a big price for such feelings and generation of such feeling in the country is wrong. I will discuss this matter with the Home Minister.

AN HON. MEMBER : It should be condemned (*Interruption*).

MR. SPEAKER : Such utterances deserve to be condemned. In our country people have a sense of sacrifice. A saint has no enemy. You try to understand me. Guru Nanak has said in a simple way—

*Loha, kanchan ek hat
Bairi meet saman
Kah Nanak harbbhaj mana
Mohi sant saman.*

All the saints have this very ideal before them. It is the duty of a saint to ensure that there is fraternity and love among all human beings. It is in your hand to change the law, government legislation but the talk of enemy is totally wrong. It is against the interest of the contry and the constitution to arouse such feelings.

[English]

PROF. MADHU DANDAVATE (Rajapur) : Before I raise an important issue, firstly, I express our total agreement with the spirit in which you have put the entire case and, I think, the House will agree with it. I want to raise a very important issue and it distresses me a lot especially in the light of the espionage activities. Today, the news has come in almost all the papers that the Soviet diplomat has disappeared. It is also reported that he might have joined the Mission of an important western power. So, this becomes more dangerous against the background of espionage activities that are going on. I would like the Home Minister to make a statement on it.

MR. SPEAKER : You give in writing and I will find out.

SHRIMATI GEETA MUKHERJEE—rose.

MR. SPEAKER : I have got your letter. But I will have to find out about 30 thousand that you have mentioned. I will find out and then I will inform you.

12.05 hrs.

PAPERS LAID ON THE TABLE

[English]

Annual Report and Audited Accounts of the Punjab Ex-servicemen Corporation Chandigarh for the Year 1983-84

THE MINISTER OF DEFENCE (SHRI P. V. NARASIMHA RAO) : I beg to lay on the Table a copy of the Annual Report (Hindi and English versions) of the Punjab Ex-Servicemen Corporation, Chandigarh, for the Year 1983-84 along with Audited Accounts, under sub-section (6) of section 23 of the Punjab Ex-Servicemen Corporation Act, 1978, read with clause (c) (iv) of the Proclamation dated the 6th October, 1983 issued by the President in relation to the State of Punjab. [Placed in Library. See No. LT—485/85]

Notification under Transformer and Switchgear Limited, (Acquisition and Transfer of Undertaking) Act, 1983. Review and Annual Report of the National Fertilizers Limited, New Delhi for the Year 1983-84

Review and Annual Report of the Punjab Phosphates and Chemicals Ltd. for the Year 1983-84

Statement Verses for Delay in Laying the Papers

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) : I beg to lay on the Table :

- (1) A copy of the Transformer and Switchgear Limited (Acquisition and Transfer of Undertakings) Intimation regarding Mortgage, Charge, Lien or other interest in any property) Rules, 1985 (Hindi and English versions) published in Notification No. S. O. 63 (E) in Gazette of India dated the

30th January, 1985 under sub-section (3) of section 30 of the Transformer and Switchgear Limited (Acquisition and Transfer of Undertakings) Act, 1983. [Placed in Library. See No. LT—486/85]

- (2) 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 Notional Fertilizers Limited, New Delhi, for the Year 1983-84.

- (ii) Annual Report of the National Fertilizers 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—487/85].

- (b) (i) Review by the Government on the working of the Pyrites, Phosphates and Chemicals Limited for the Year 1983-84.

- (iii) Annual Report of the Pyrites, Phosphates and Chemicals 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. LT—488/85]

- (3) A statement (Hindi and English versions) explaining the reasons for delay in laying the Annual Report and Audited Accounts of the Bengal Chemicals and Pharmaceuticals Limited for the Years 1982-83 and 1983-84

within the stipulated period of nine months after the close of the Accounting Year. [Placed in Library. See No. LT—489/85].

Review and Annual Report of the Telecommunications Consultants India Ltd., New Delhi for the Year 1983-84

Statement Showing Reasons for Delay in Laying the Papers as the Table

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA): I beg to lay on the Table :

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

(i) Review by the Government on the working of the Telecommunications Consultants India Limited, New Delhi, for the Year 1983-84.

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

(2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above. [Placed in Library. See No. LT—490/85].

Employment Exchanges (Compulsory Notifications of Vacancies) Amendment Rules, 1984

Annual Report and Review as the Working of the National Council for Safety in Mines, Dhanbad for the Year 1983-84

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI T. ANJIAH): I beg to lay on the Table :

(1) A copy of the Employment Exchanges (Compulsory Notification of Vacancies) Amendment Rules, 1984 (Hindi and English versions) published in Notification No. G S R 134 in Gazette of India dated the 2nd February 1985, under sub-section (3) of section 10 of the Employment Exchanges (Compulsory Notification of Vacancies) Act, 1959. [Placed in Library. See No. LT—491/85].

(2) (i) A copy of the Annual Report (Hindi and English versions) of the National Council for Safety in Mines, Dhanbad, for the Year 1983-83 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the National Council for Safety in Mines, Dhanbad, for the Year 1983-84. [Placed in Library. See No. LT—492/85].

Automobile Cess Rules, 1984

Notification under the Hooghly Docking and Engineering Company Ltd. (Acquisition and Transfer of Undertakings), Act, 1951

Reports etc. Under Section 22 of the Monopolies and Restrictive Trade Practices Act, 1969

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS (SHRI ARIF MOHAMMAD KHAN): I beg to lay on the Table.

(1) A copy of the Automobile Cess Rules, 1984 (Hindi and English versions) published in Notification No. SO 1(E) in Gazette of India dated the 2nd January, 1985, under sub-section (4) of section 30 of the Industries (Development and Regulation) Act, 1951. [Placed in Library. See No. LT—493/85].

- (2) A copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 31 of the Hooghly Docking and Engineering Company Limited (Acquisition and Transfer of Undertakings) Act, 1984 :
- (i) The Hooghly Docking and Engineering Company Limited (Acquisition and Transfer of Undertakings) Administration of Funds Rules, 1985. published in Notification No. S.O. 54 in Gazette of India dated the 28th January, 1985.
- (ii) The Hooghly Docking and Engineering Company Limited (Acquisition and Transfer of Undertakings) Intimation regarding Mortgage, Charge, Lien or other interest in any property Rules, 1985, published in Notification No. S.O. 54 (E) in Gazette of India dated the 28th January, 1985. [Placed in Library See No. LT—494/85]
- (3) A copy each of the following Reports (Hindi and English versions) under section 62 of the Monopolies and Restrictive Trade Practices Act, 1969 :
- (i) Report under Section 22 of the Monopolies and Restrictive Trade Practices Act, 1969 in the case of Messrs Modi Industries Limited, Modi Nagar, for setting up of a new undertaking for the manufacture of steel tyre cord wire and hose wire in a notified backward area in the State of Uttar Pradesh and the Order dated the 19th June, 1984 of the Central Government together with an explanatory note. [Placed in Library. See No. LT—495/85]
- (ii) Report under Section 22 of the Monopolies and Restrictive Trade Practices Act, 1969 in the case of Messrs National Standard Duncan Limited, Calcutta, for setting up of a new undertaking for the manufacture of Steel Tyre Cord Wire in a notified backward area in the State of Maharashtra and the Order dated the 9th June, 1984 of the Central Government together with an explanatory (Placed in Library. See No. LT—496/85].
- (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) A statement regarding Review by the Government on the working of the Tungabhadra Steel Products Limited for the Year 1983-84.
- (ii) Annual Report of the Tungabhadra Steel Products 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. LT—497/85].
- (b) (i) A statement regarding Review by the Government on the working of the Triveni Structural Limited for the Year 1983-84.
- (ii) Annual Report of the Triveni Structural 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. LT—498/85].

- (c) (i) A statement regarding Review by the Government on the working of the Maruti Udyog Limited for the Year 1983-84.
- (ii) Annual Report of the Maruti Udyog 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. LT—499/85].
- (d) (i) A statement regarding Review by the Government on the working of the Scooters India Limited for the Year 1983-84.
- (ii) Annual Report of the Scooters India 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. LT—500/85].
- (e) (i) Review by the Government on the working of the Bharat Leather Corporation Limited for the Year 1983-84.
- (ii) Annual Report of the Bharat Leather Corporation 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. LT—501/85].
- (f) (i) A statement regarding Review by the Government on the working of the Bharat Heavy Electricals Limited for the Year 1983-84.
- (ii) Annual Report of the Bharat Heavy Electricals 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. LT—502/85].
- (g) (i) Review by the Government on the working of the Mandya National Paper Mills Limited, for the Year 1983-84.
- (ii) Annual Report of the Mandya National Paper Mills 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. LT—503/15]
- (h) (i) A statement regarding Review by the Government on the working of the Bharat Process and Mechanical Engineers Limited, Calcutta, and its subsidiary Weighbird (India) Limited for the Year 1983-84.
- (ii) Annual Report of the Bharat Process and Mechanical Engineers Limited, Calcutta, and its subsidiary Weighbird (India) Limited for the Year 1983-84 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon.
- (5) Four Statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (a), (b), (f) and (g) of item (4) above. (Placed in Library. See No. LT—504/85].
- (6) (ii) A copy of the Annual Report (Hindi and English versions)

of the Automotive Research Association of India, Pune, for the Year 1983-84 along with Audited Accounts.

- (ii) A statement (Hindi and English versions) regarding Review by the Government on the working of the Automotive Research Association of India Limited, Pune, for the Year 1983-84. [Placed in Library. See No. LT—505/85].

Notification under Section 72 of
Delhi sales Act, 1975

THE MINISTER OF STATE IN
THE MINISTRY OF FINANCE (SHRI
JANARDHANA POOJARY) : I beg to
lay on the Table :

- (1) A copy of the Delhi Sales Tax (Second Amendment) Rules, 1985 (Hindi and English versions) published in Notification No. F. 4 (66)/84-Fin. (G) in Delhi Gazette dated the 2nd March, 1985. under section 72 of Delhi Sales Tax Act, 1975. [Placed in Library. See No. LT—506/85].
- (2) A copy of Notification No. G S R 147(E) (Hindi and English versions) published in Gazette of India dated the 13th March, 1985 together with an explanatory memorandum making certain amendment to Notification No. 117- Customs dated the 9th June, 1978. [Placed in Library. See No LT—507/85].

12-06 hrs.

[English]

MESSAGE FROM RAJYA SABHA

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 111 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Handlooms (Reservation of Articles for Production) Bill, 1985, which has been passed by the Rajya Sabha at its sitting held on the 14th March, 1985.”

[English]

HANDLOOMS (RESERVATION OF
ARTICLES FOR PRODUCTION) BILL,
1985

As passed by Rajya Sabha

SECRETARY GENERAL : Sir,
I lay on the Table of the House the
Handlooms (Reservation of Articles
for Production) Bill, 1985, as passed
by Rajya Sabha.

PUNJAB BUDGET, 1985-86

[English]

THE MINISTER OF FINANCE
AND COMMERCE AND SUPPLY
(SHRI VISHWANATH PRATAP
SINGH) : Sir, I beg to present 8
statement of estimated receipts and
expenditure of the State of Punjab for
the year 1985-86.

Statement

I lay on the Table of the House
the Annual Financial Statement of the
State of Punjab for the financial year
1985-86.

2. Consequent on the Proclama-
tion issued under article 356 of the
Constitution on the 6th October, 1983,
the powers of the Legislature of the
State of Punjab are exercisable by or
under the authority of Parliament.
The Statement of estimated receipts
and expenditure of the State of Punjab
for the financial year 1985-86 is,
therefore, being placed before the House.

Revised Estimates 1984-85

3. The Revised Estimates for the current year place State's tax and non-tax revenue at Rs. 686.70 crores showing a decline of Rs. 75.53 crores from the Budget Estimates due to the disturbed conditions in the earlier part of the financial year. The State's share of Central taxes, duties and Grants-in-aid from the Government of India are more by Rs. 3.70 crores at Rs. 225.16 crores as against Rs. 221.46 crores in the Budget. The expenditure on revenue account is placed at Rs. 971.70 crores compared to Rs. 848.17 crores in the Budget Estimates; the increase of Rs. 123.53 crores is accounted for by payment of additional instalments of dearness allowance to the employees and larger expenditure on social and community services namely, education, medical, public health, sanitation and water supply, urban development; police and interest payments. As a result, the surplus of Rs. 135.52 crores on revenue account estimated in the Budget will be turned into deficit of Rs. 59.84 crores.

4. On the Capital account, the receipts are now estimated at Rs. 1982.50 crores compared to Rs. 1143.03 crores in the Budget. The Capital expenditure will also be higher at Rs. 2087.26 crores compared to Rs. 1383.64 crores in the Budget Estimates. The increases are mainly due to ways and means advances and overdrafts from the Reserve Bank of India and commercial banks and repayments thereof during the year. Taking into account the transactions in the Public Account and the opening deficit, the current year is expected to close with an overall deficit of Rs. 139.86 crores compared to Rs. 109.45 crores estimated in the Budget.

Budget Estimates 1985-86

5. The revenue receipts are estimated at Rs. 1158.40 crores showing

an increase of Rs. 246.54 crores over the Revised Estimates for the current year. State tax and non-tax revenue receipts are estimated at Rs. 869.12 crores. Rs. 182.42 crores higher than the Revised Estimates of 1984-85. The State's share of Central taxes and grants are placed at Rs. 280.28 crores, which is higher than the Revised Estimates for the current year by Rs. 64.12 crores. The expenditure on revenue account is estimated at Rs. 1096.72 crores. The areas where major increases in expenditure are envisaged are education, medical services, family welfare, public health, sanitation and water supply, agriculture, minor irrigation, community development and transport services.

6. On the Capital account, the receipts are placed at Rs. 2038.98 crores and expenditure including loans and advances at Rs. 2119.43 crores. Taking into consideration the Revenue Account, the Capital Account and the Public Account, the Budget for the year 1985-86 is balanced, leaving the carried forward deficit of Rs. 139.86 crores of the previous year, unchanged.

Plan Outlay :

7. The State Plan outlay for 1985-86 has been fixed at Rs. 440 crores, the same as in the current year. The Central assistance for the year 1985-86 will be Rs. 94.26 crores, Rs. 11.85 crores more than in the current year. A special assistance of Rs. 100 crores will be given to the State during 1985-86 in view of the resources constraint on account of the disturbed conditions in the State. The Annual Plan provides Rs. 238 crores for irrigation, flood control and power, Rs. 77 crores for agriculture and co-operation, Rs. 76 crores for social and community services, Rs. 25 crores for transport and communications and Rs. 19 crores for industry and minerals. The State Government will continue to pay special attention to on-going projects and projects at an advanced stage of completion.

Vote on Account :

8. While as required, the Annual Financial Statement for the year 1985-86 has been laid before the House and the connected Demands for Grants are also being circulated to the Hon'ble Members along with the other Budget papers I am, at this stage, seeking only a 'Vote on Account' for the first six months of the financial year 1985-86.

SUPPLEMENTRY DEMANDS FOR
GRANTS (PUNJAB), 1984-85)

[English]

THE MINISTER OF FINANCE AND COMMERCE AND SUPPLY (SHRI VISHWANATH PRATAP SINGH): Sir, I beg to present a statement (Hindi and English versions) showing the supplementary Demands for grants in respect of the State of Punjab for 1984-85.

ELECTION TO COMMITTEE

[English]

Central Advisory Committee for
National Cadet Corps

THE MINISTER OF DEFENCE (SHRI P.V. NARASIMHA RAO): Sir, I beg to move :

"That in pursuance of Section 12(1) of the National Cadet Corps Act, 1948, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Central Advisory Committee for the National Cadet Corps for a term of one year from the date of election, subject to the other provisions of the said Act and the Rules made thereunder."

MR. SPEAKER : The question is :

"That in pursuance of Section 12(1) of the National Cadet

Corps Act, 1948, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members of the Central Advisory Committee for the National Cadet Corps for a term of one year from the date of election, subject to the other provisions of the said Act and the Rules made thereunder."

The motion was adopted.

12.07 hrs

[MR. DEPUTY-SPEAKER *in the Chair*].

12.08 hrs.

CALLING ATTENTION TO
MATTER OF URGENT
PUBLIC IMPORTANCE

[English]

Fire Caused by Inflammable Kerosene
Supplied in Kerala by Hindustan
Petroleum Corporation

SHRI ZAINUL BASHER (Ghazi-pur) : I call the attention of the Minister of Petroleum to the following matter of urgent public importance and request that he may make a statement thereon :

"Fire caused by inflammable Kerosene supplied in Kerala by Hindustan Petroleum Corporation leading to several deaths and injuries to others and the action taken by the Government in the matter."

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA): Sir, Hon'ble Shri Zainul Basher and other Members have called the attention regarding some accidents in Kerala State last month owing to contaminated kerosene oil.

[Shri Naval Kishore Sharma]

With a sense of deep sorrow and anguish I wish to apprise the House that during Februnry, 1985 some incidents of accidental fire caused by contaminated kerosene oil occurred in Alleppey, Ernakulam, Trichur, Palghat and Malapuram districts of Kerala, resulting in some deaths and burn injuries to some persons. These accidents took place on account of the kerosene oil having become contaminated with Naphtha/Motor Spirit. Supplies of this contaminated kerosene oil came from the Cochin terminal of Hindustan Petroleum Corporation. As on 12th March, 13 persons had died and 109 persons had been injured. The Chairman and Managing Director of Hindustan Petroleum Corporation Limited alongwith the Director (Marketing) of the Corporation visited Trivandrum and met the Chief Minister; the Corporation has contributed Rs. 4.00 lakhs to the Chief Minister's Relief Fund with a view to extending relief to the affected families. Apart from the investigation being made by the DIG, Crime Branch, Kerala State, into the cases registered, an enquiry by a Technical Committee has been ordered. Its report is expected in the last week of March, 1985. In the meantime, the following other steps have been taken in this connection :

- (i) All supplies from the tank suspected to be contaminated have been stopped and the tank has been sealed.
- (ii) Supplies earlier made from this tank have been frozen by the State Government and are being withdrawn from the wholesale and retail points.
- (iii) The State Government has issued instructions to the District Collectors to make exgratia payments to the affected families.

Any further action that appears necessary will be taken after the findings of the Technical Committee become available.

SHRI ZAINUL BASHER : Sir, the statement made by the petroleum Minister is far from satisfactory. Firstly, the Hon. Minister has not mentioned as to what action has been taken against the erring officers of the company, who showed utter negligence. When the supplies are loaded in the wagons, I hope there is a procedure to check the quality of the product before the wagon is sealed. I do not know whether the quality was checked in the present case, before the sealing of the wagons. Then, when the wagons reach the destination point, where the supplies are made to the dealers and consumers, there again the product should be checked for the quality. I do not know whether at that point the quality has been checked or not. If only it had been done, this contamination could have been detected. I find that no check has been made, either at the loading or receiving point. Therefore, a gross negligence has been committed and whosoever is responsible for it, should be punished, whether it be at the loading or receiving point.

Secondly, I find that the CID of Kerala is investigating the whole matter. The number of deaths reported upto 13th March is 13, But Yesterday I read somewhere that it is more than 16. It is also reported that an officer of the Hindustan petroleum corporation has been arrested. The statement does not mention this fact. I would like to know whether this is true and, if so, on what count he has been arested.

Now, I come to my third point which I have raised time and again in the Consultatative Committee of the Ministry of Petroleum; of which the Hon Minister was also a member then. Whenever any supply of petroleum is made, it is not checked for quality. The result is that diesal, petrol and kerosene are often mixed with lubricating Oil and sometimes even water. The petroleum Dealers Association and other dealers have raised this matter with the Oil Corporations. I do not know what action has been taken on

that representation. I have also raised in the Consultative Committee meeting the same issue. Yet, no precautionary measures have been taken so far. If only the precautionary measures had been taken, this tragedy could have been averted. When water is mixed with petroleum, the motorists and the vehicles are bound to suffer and we do receive reports to that effect time and again.

Coming to compensation, the Hon. Minister has stated that a sum of Rs. 4 lakhs has been deposited by the corporation with the Chief Minister's Relief Fund. Is it adequate? We are taking to task Union Carbide and we are demanding full compensation for the tragedy in Bhopal, which was due to their negligence. But, in the present case, we are giving only Rs. 4 lakhs, and that too to the Chief Ministers, Relief Fund, to provide relief to the victims. When about two dozen people have died and many more injured, is this compensation which you have given adequate?

At least the corporation of our country should set an example in giving compensation, before we demand full compensation from the Union Carbide of America. We should also give compensation. Of course, in Bhopal 2,000 people had died and in Kerala only sixteen people have died. It is the responsibility of the Hindustan Petroleum Corporation and the Ministry to give full compensation to the victims of this tragedy. I would, therefore, like to know from the Hon. Minister what action he is taking in this regard.

I would once again formulate my questions for him to reply. I would like to know whether there is a procedure to check the quality of the supplies at the loading point as well as at the receiving end, and if there is a procedure, whether the quality of the product i.e. kerosene, had been checked or not. Lastly what compensation is he going to give to the victims?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA) : Mr. Deputy-Speaker, Sir, as the Hon. Member has rightly said, this is very sad that such type of accident has taken place. I and my Ministry are very sorry for what has happened. We would ensure that in future on such type of incidents take place.

Keeping this in view, a committee of the Hindustan Petroleum as well as the IOC has been formed to go into the question of how it took place, and what corrective steps can be taken so that such type of tragedies do not take place in future.

Unfortunately, this incident is the first of its type in the history of the marketing of Oil products in this country.

As to the question of negligence on the part of employees, the matter is being enquired into. A Committee has been set up. It would be known only after the report comes out as to which of the employees is responsible and where the lapse took place. So far as the Corporation is concerned we would see that anybody who is found guilty of negligence is properly dealt with and punished adequately. I can assure the Hon. Member on this account.

With regard to the question of compensation, we have donated Rs. 4/- lakhs to the Chief Ministers Relief Fund, which is being distributed by the district authorities as per the norms of the State Government.

I am told that Rs. 10,000 has been given to the next of kin of those who have died and Rs. 1,000 to Rs. 3,000 has been given to those who have been injured. Of course, I agree with the Hon. Member that this compensation is not sufficient and the HPC would certainly consider any suggestion from the Chief Minister if he desires a higher compensation to be paid.

SHRI G. M. BANATWALLA (Ponnani): Mr. Deputy-Speaker, Sir, words fail me to express adequately our anguish and deep grief at this colossal and ghastly tragedy of the supply of contaminated kerosene.

Sir, the tragedy has affected five districts of Kerala, namely, Alleppey, Ernakulam, Trichur, Palghat and Malappuram, and to an extent Trivandrum. According to the official reports, 13 persons have died and 109 have been injured, but as we all know, these are mere official figures.

PROF. P.J. KURIEN: Eighteen persons have died.

SHRI G.M. BANATWALLA: You bear with me a little longer. As we all know, these are official reports, as I have been telling you. The deaths, according to the unofficial reports, are far more and it is a tragedy that must be looked into in full details. Look at the nature, the extent and the depth of this tragedy. The kerosene supplied by the Hindustan Petroleum Corporation was all bought from authorised ration shops. Naturally, almost all the persons affected are poor people. They are mostly women and children, poor people who use kerosene in their houses. It is not kerosene that was supplied to them. It appears as if to say that bombs were supplied in the houses of Kerala. Bottles containing this kerosene, and lamps, they all exploded. Look at the depth of the tragedy. In a place in Palghat a woman just lit a match-stick and a kerosene bottle nearby caught fire. The woman got burn injuries and died also. Such is the nature of the kerosene that was supplied. All the victims being poor.

Sir, the only consolation that we may have in this ghastly tragedy that has taken place is that the Government of Kerala, if not all its officials, were at least alive to this serious situation. The Minister for Food and Civil Supplies, Shri U.A. Beeran, ordered an inquiry immediately. He ordered

immediate freezing of all the affected stocks. But, Sir, it is a matter of great indignation that not all officials of the Government of Kerala were alive to this ghastly tragedy and took it seriously. We are told, and I quote from *The Week* dated March 17-23 issue:

“Though Minister Beeran ordered seizure of suspected stocks, several days passed before it was done. One District Collector approached by a police officer seeking immediate action was not ready to discuss the matter until the next day.”

Such, therefore, is the callous attitude that we find here and there from certain responsible officers of the Government of Kerala. Sir, we welcome the announcement of the Chief Minister of Kerala that nobody will be spared, and I hope that the investigation that is going on will really spare no one, high or low, and that those officers who were responsible for dereliction of duty despite orders by the Government should also be taken to task.

Sir, I must also say, and I am constrained to say, that I pained at the continued silence of the Centre with respect to this tragedy.

Investigation was ordered in Kerala. Stocks were seized over there. But we find total silence from the Government of India as to what it is to do. I hope the Hon. Minister will be good enough to at least tell us the reasons for this continued silence.

Of course, we welcome his announcement and he has very rightly announced that nobody will be spared and that action will be taken against the employees of the Hindustan Petroleum Corporation if they are found guilty as a result of the investigation that has been ordered. It is good on their part to order an investigation by the Technical Committee. But may I ask whether

a mere enquiry by the Technical Committee of the Hindustan Petroleum Corporation itself which is involved in the tragedy would suffice? The Hindustan Petroleum Corporation is involved in the tragedy. And it is the Hindustan Petroleum Corporation which is instituting a departmental enquiry to find out whether its employees are responsible. This is an unsatisfactory situation. Though I welcome the immediate institution of enquiry by the Technical Committee, I must also express my dissatisfaction with the nature of such an enquiry and therefore I must urge upon the Government, upon the Hon. Minister that an independent enquiry should be held so that it must also have the credibility that it deserves and the wide respect that it should have.

It is the poor who are involved, mostly women and children who are involved in the tragedy. I must say that the Government may even come forward with the CBI enquiry into the whole situation. Why is this negligence?

These tragedies are man-made tragedies. It has been established that Naphtha got into kerosene supply. Samples were taken and investigation was done. As you have, Mr. Minister, rightly pointed out in your statement at some stage which stage is the matter of enquiry—Naphtha got into the kerosene supply. But at what stage? Was it at the transportation stage in the snips? Was it at the oil terminal stage at Cochin jetty? Was it at the stage when the kerosene was pumped into the pipeline which was used earlier for Naphtha? Was it in the tanker or the lorries carrying the kerosene supply?

Sir, the first incident took place perhaps somewhere around February, 26, subject to correction. It is now the 19th day of March and we are still awaiting the report and still awaiting action. By now, it ought to have been cleared and we ought to have moved rather expeditiously. Sir, are we to understand that there are no checks, no safety measures involved in the transportation of such an article as kerosene? The question has been

asked but not answered. What are those checks? What are those safety measures? Pipeline is not being cleaned; oil tankers, lorries are not being cleaned. Are we to understand that there are no safety measures at all, whatsoever? If there are any safety measures, will the Hon. Minister enlighten the House as to what those safety measures are and who are responsible for the implementation of those safety measures?

We are told that some cases have been instituted by the Government of Kerala. I am obliged to the Government for having moved and instituted some cases.

May I ask against whom these cases have been instituted? Who are those people? I am afraid the cases may be instituted against some petty people here and there. But as has been assured by both the Government of Kerala and our Government here and, rightly so, action has to be taken against any person responsible, high or low. Has any case been instituted against any officer of the Hindustan Petroleum Corporation?

Who is responsible for the supply of tanker lorries? I do not know, but perhaps it is not the responsibility of the Hindustan Petroleum Corporation, that supplies kerosene to supply tanker lorries also. Perhaps, it is in the hands of wholesalers. Has any case been registered against such big wholesalers, responsible for the supply of tanker lorries? Let the Government enlighten this House with respect to the cases that have been instituted and against whom. Has any case been instituted against any of the Hindustan Petroleum Corporation officials?

The Government has assured us right now—I must thank the Hon. Minister for that—and the Government has expressed its readiness that if the Chief Minister of Kerala asks for more financial assistance, more financial assistance will be given. Thanks for the assurance. But why wait for the Government of Kerala to ask for more

[SHRI G.M. Banatwala]

assistance? It is our responsibility. Let us move in the matter in a manner that be fits us.

An amount of Rs 4 lakhs has been given by the Hindustan Petroleum Corporation to the Chief Minister's Relief Fund and the Chief Minister of Kerala has announced—we welcome that announcement payment of Rs 10,000 to the families of victims and Rs. 1000 to Rs. 3000 to those injured.

I need hardly point out the light manner in which the lives of the poor people are being treated in our country. What is the compensation that is paid in the case of railway accident? What is the compensation that is paid in the case of air accident? It is more than Rs. 1 lakh. But the lives of these poor people who bought kerosene from ration shops, mostly women and children, are weighed at Rs. 10,000 and for injury at Rs 1000. to Rs 3000. It is highly insufficient. Let the Hon. Minister stand here, in this august House, and not pass the buck to the Chief Minister of Kerala to declare here and now that full compensation will be paid to every victim of this man-made ghastly tragedy of contaminated kerosene or the bombs that were supplied to every house in Kerala.

Therefore, I formulate my questions. As I have said, the departmental inquiry instituted by the Hindustan Petroleum Corporation with respect to the negligence of its own employees is of a highly unsatisfactory nature. There must be some independent inquiry. Will the Government therefore move into the matter and have even a CBI inquiry? I have also asked for the details with respect to the cases that have been instituted and against whom. I have also asked for an immediate announcement by the Hon. Minister for the payment of full compensation for this man-made tragedy. I have also sought the information from the Government as to what safety measures are there with respect to the transportation of such articles.

What happened to those safety measures? If there are nil, what is being done about them? I hope the hon. Minister will enlighten the House on all these important points.

As I said in the whole of this tragedy, the only consolation, of course, is the expeditious action that has been taken by the Government of Kerala though some of these officers have failed to realise the seriousness of the situation and to rise to the situation and are responsible even for dereliction of their duties.

My congratulations to the Chief Minister of Kerala and to the Minister for Food and Civil Supplies for the immediate action announced by them though how those announcements were carried out, need also to be looked into.

SHRI NAWAL KISHORE SHARMA: It is really sad, I repeat again, that this tragedy has taken place and, as has been rightly pointed out by my learned friend, it is the poorer sections of the society which use the oil and, therefore, they have been hit by this tragedy. I am one with him in expressing my grief. This unfortunate accident did happen and happened for the first time, as I said earlier.

Therefore, an Enquiry Committee has been instituted to go into the causes. My learned friend doubted the setting up of the Committee by the HPC. I say not only the HPC's Committee but Indian Oil Corporation people have also been associated with it. Therefore, I hope this Committee which has been set up at the highest level would arrive at some conclusions, find out the lacunae, suggest remedial measures and will also fix responsibilities of those who have failed.

However, a suggestion has been made by him about setting up of an independent inquiry in this matter. I can assure the Hon. Member that when

this Committee's findings come, they would be examined at the highest level and, if need be, an independent inquiry would also be made into this matter.

I would not forget it. It is an assurance which is being given on the floor of the House which has always to be implemented. Otherwise, we are liable for breach of privilege, as you are aware.

So far as the question of cases being registered is concerned, cases have been registered by the Crime Branch of the Kerala Government and, as I understand, out of the 20 persons who have been arrested, most of them are the employees of the HPC and, therefore, there is no question of leaving anybody, howsoever small or big he or she may be.

With regard to the payment of compensation, I had earlier stated that we have, in the initial stages, donated Rs. 4 lakhs to the Chief Minister's Relief Fund and we are prepared to pay more but it is the State Government which has fixed certain norms for payment of compensation in case of such type of accidents. And I would be too willing to share the burden if the Chief Minister or the State Government so desire. The HPC would not shirk its responsibility.

SHRI K. P. UNNIKRIISHNAN :
What about MPs? Why only Chief Ministers?

SHRI NAWAL KISHORE SHARMA : The State Government has certain responsibility in the distribution of relief in such cases.

SHRI K. P. UNNIRISHNAN :
Your Ministry can do on their own.

SHRI NAWAL KISHORE SHARMA : We are prepared. I have said, and I repeat, that we are prepared to do whatever is possible. The norms are there. If the Chief Minister so desires, we would be prepared.

SHRI G. M. BANATWALLA :
You get in touch with him immediately so that there is no delay.

SHRI NAWAL KISHORE SHARMA : We are in touch with the Chief Minister. My officers, the chairman and managing Director and the Director marketing went to Kerala, met the Chief Minister and offered the help. And we would still be willing to do it. There is no question of not sharing the responsibility. We know the magnitude of the tragedy and we would be too willing to help those who have been injured and the families of those who died.

SHRI DHARAM PAL SINGH (Sonepat) : Mr. Deputy-Speaker, Sir, in this Kerala tragedy, according to official information, about 13 persons have been killed and about 113 are having serious injuries on their person. The State Government has also announced some relief to the families of the affected persons. But this is not sufficient. The compensation should be enhanced, and the Government should pressurise the Hindustan Petroleum Corporation to contribute more money, so that it could be paid as compensation to the affected families.

In fact, many chemical agents are used for preparing kerosene oil, and impurities in any one of them can affect the quality of the kerosene oil. Now the question arises how and at what stage the impure substance came to be added to the said kerosene oil, so that it can be ascertained how much quantity of kerosene oil is adulterated. Secondly, I want to know whether the sample of the killer kerosene has been got examined chemically from the forensic laboratory of the Government and from the laboratory of the Hindustan Petroleum Corporation and if so, the details of the said reports with dates should be supplied by the Hon. Minister, so that at the earliest stage the specific chemicals which made the killer kerosene oil so highly inflammable, almost explosive, can be detected and appropriate action taken.

[Shri Dharam Pal Singh]

I would also like to point out that the statement does not mention the date of appointment of the Technical Committee. The Technical Committee itself should have been appointed at the earliest stage so that the sample could have been taken at the earliest stage and the results of the chemical examination could have been received for the purpose of ascertaining the real facts. In this respect I want to know from the Hon. Minister whether the reports of the chemical examination from the laboratory of the Corporation as well as from the government laboratory could also be given of this stage.

SHRI NAWAL KISHORE SHARMA : With regard to the appointment of the Technical Committee, my learned friend has asked for the date. The Technical Committee was appointed on 12-3-1985.

Regarding the question as to what chemicals were used and whether there has been some sort of a check, I may tell him that this kerosene was an imported one and, therefore, the question of using chemicals here does not arise; I would like to tell my learned friend that this kerosene was imported from foreign countries.

With regard to the compensation part, I would be guilty of repeating what we are prepared to consider payment of a higher amount of compensation if it is so thought fit by the State Government.

SHRI SURESH KURUP (Kottayam) : The magnitude of the tragedy has already been described in this House by other Hon. Members and I am not going into any description of the tragedy. What I would like to say is that the statement made by the Minister is wrong. The total number of persons who died due to this tragedy is not 13 but it is 18 and the number of persons injured is not 109; it comes to around 150.

The most important thing in this statement is that it is mentioned as if

this tragedy took place suddenly. It is not the case. This tragedy took place in a span of one month. The first incident was reported on February, 11 and till last week these deaths have continued and both the Union Government, the State Government and the Hindustan Petroleum Corporation were callously watching people die. Does the Government think that the value of the poor people's lives in Kerala is that cheap? Sanctioning only Rs. 4 lakhs is only adding insult to injury. I want to know why this little amount of money is being distributed. Is it so because these people are not travelling by air? All these are poor people who use kerosene in their houses. They live in houses which do not have electricity and the deaths took place in the households of poor people. I urge upon the Government to increase the compensation to Rs. 1 lakh to each person. That is one of the most important things that the Government should do.

Regarding the safety measures, in the Ernakulam jetty even a child in Kerala knows that the callous attitude of the Hindustan Petroleum Corporation brought about this tragedy. From Ernakulam jetty to the storage tank of HPC one pipeline is so far used for pumping Naphtha and kerosene and the arrangement is to use sea water to wash these pipelines using a pump and I allege that the capacity of the pump is very low. Its capacity should have been 300 tonnes per hour. 300 tonnes per hour sea water should have been pumped and washed. I would like the Minister to clarify what is the capacity of the pump used in Ernakulam jetty to wash these pipelines. But this aspect apart, if only the HPC authorities had taken sufficient care to test the products vigorously in their storage tank, this accident could have been averted. There are no proper testing facilities. At present they are only testing the colour and density of kerosene in their storage tank. The Minister should reply. Why the important test of checking flash points is neglected in the storage tanks? What is the nature of this technical committee? Who are the persons appointed on

this technical committee? What is the date of appointment of this technical committee?

SHRI K. P. UNNIKRISHNAN :
They say it is 12th March.

SHRI SURESH KURUP : That means on February 11 this incident took place and for a span of one month the government was callously watching. I ask the government to institute a high-level Central agency inquiry into the whole incident apart from the technical committee inquiry.

Sir, in the statement it is mentioned that all supplies from the tank suspected to be contaminated have been stopped and tank sealed. In this span of one month—the date when the accident took place and the supplies stopped—I allege that this kerosene is even now being distributed in Kerala. It is not stopped. It is stored in ration shops and the poor people are buying from the ration shops this very stock. What machinery has government instituted to seize the stores? The Minister should specifically say what machinery is there and when this order issued to stop the supply of this kerosene through the ration shops?

Lastly, when did the State Government inform the Union Government about this tragedy? I want the specific date.

SHRI NAWAL KISHORE SHARMA : Sir, my friend Mr. Kurup has put many questions with regard to this tragedy and he has informed me that the tragedy started on 11th February. We have no information as to when it started. It was only when the reports from the Press came that we came to know and that was probably on 25th or 26th February.

SHRI SURESH KURUP : Report started appearing right from 11th February.

SHRI NAWAL KISHORE SHARMA : I have no idea. I have been told the reports in the Kerala Press first appeared on 25th or 26th February and immediately after receiving the report the SPC officials went to Kerala. They met the Chief Minister. The Food Minister immediately ordered that the stocks should be frozen. We also sealed our terminal tank from where the oil was being supplied to the various points. So, all possible steps were taken by the HPS and also by the Food and Civil Supplies Department of Kerala that all stocks be frozen. It appears that whatever must have been passed on to the consumer might not have been returned. In fact, the Food Minister appeared on the television.

SHRI SURESH KURUP : Poor people in Kerala do not see T. V.

SHRI NAWAL KISHORE SHARMA : Therefore, whatever publicity was possible was there. So, whatever possible steps could be taken were taken at the earliest so far as the State government is concerned.

To the best of my knowledge that is what has been done by the State Government.

So far as the Committee's membership is concerned, my learned friend wanted the information, I will give this information. The names are :

Shri T. C. Verghese, Deputy General Manager, Technical Services, Vizag Refinery.

Shri T. F. Noronha, Chief Project Manager, Cochin.

Shri C. V. Ramaswami, Chief Chemist, Bombay Refinery.

Shri R. Veeraraghavan, Manager, Safety, Bombay Refinery.

Then, subsequently, based on the discussion between HPCL and IOC, two representatives of IOC have been

[Shri Naval Kishore Sharma]

included in the Technical Committee. The representatives of IOC are the following :

Shri George John, Chief Quality Control Manager, IOC, Bombay.

Shri F. G. Panikulam, Senior Shipping Manager, IOC, Bombay.

So, they are also being added. This is the constitution of committee.

AN HON. MEMBER : There should be a Judicial enquiry.

MR. DEPUTY-SPEAKER : Let him finish.

SHRI NAWAL KISHORE SHARMA : I hope this Committee, which is a highpower committee, will go into all these questions. My learned friend was talking about the Cochin terminal and the pipelines and so on. I hope this Committee will go into all these questions.

With regard to compensation, I have already said, we will try to do whatever is possible, if the State Government so desires.

SHRI SURESH KURUP : The Minister has not answered two important questions I put. One question was, what is the capacity of the pump used in Ernakulam Jetty to clean this pipeline. That is number one, Number two is this. The Minister should clarify why the important task of checking the flash point in storage tank was neglected by them.

SHRI NAWAL KISHORE SHARMA : All these have to be gone into by the Committee, whether this aspect was neglected or not, whether this thing was not properly done etc. This would be gone into by the Committee. I am sorry I will not be able to answer the question at this stage. This is going to be enquired into.

SHRI SURESH KURUP : My question was, what is the capacity of the pump used for this flushing, why this important test was not done in the storage tank ? Sir, no report or enquiry is needed.

MR. DEPUTY-SPEAKER : He wants to find out whether it is correct or not. That is what he said.

SHRI K. P. UNNIKRIISHNAN : He is asking for information, not whether it is correct or not.

SHRI NAWAL KISHORE SHARMA : I have no information regarding the capacity of flushing pump readily available. I will supply it.

SHRI K. P. UNNIKRIISHNAN : Will you provide it to the House ?

SHRI NAWAL KISHORE SHARMA : Sure.

SHRI SURESH KURUP : On more thing. When did the State Government inform the Union Government about this incident ? That is important.

MR. DEPUTY-SPEAKER : Mr. Unnikrishnan. You carry on.

SHRI K. P. UNNIKRIISHNAN : Sir, I have been listening very carefully to the various answers that my friend the Hon. Minister for Petroleum was giving in response to this Calling Attention Motion. I have also gone through his statement. I do not know what conclusion you have reached, Sir. To my mind one basic question has arisen. Is there a responsible and responsive Government in this country or not ? If there is one, is this Ministry responsive to the public mood or not ? Do they know what is going on in this country ? I hope he will bear me out. We have been such close and good friends for decades. I hold nothing against him. I have always held him in great esteem and greatest affection. But, Sir, I am

really shocked that he did not come *suo motu* with a statement. Sir, today is the 19th of March.

For the last five weeks, the Kerala press, the National press has been giving reports about certain events that have taken place and they have been characterised here that some deaths occurred somewhere. Sir, whether it is one death or a hundred deaths, it is diminishing of humanity. It should have shocked. If this Ministry or the Corporation had the slightest social awareness they would have been shaken out of torpor and here the Hon. Minister says that some deaths occurred and some injured. Is it that they are to be treated like flies? The question has been agitating for the last five weeks and there was no mention about this in the House. I was hoping that we would not have to give a motion on the very first day when the House met and he would come out with a statement. I want to know what exactly is the relationship of the public sector undertaking. Of course, it has a degree of autonomy. But it has no licence to kill people. As Mr. Kurup and Mr. Banatwalla asked: what have they been doing all these days? Have they frozen their will to act in a situation like this and that too when all the people in the whole world were shaken over the dimension of the tragedy in Bhopal? 18 deaths have taken place and hundreds of people are still lying in the hospital all over the State. It is as if only a small portion has been affected. The Minister has not explained the position because they are still waiting for the day when the technical committee will assess. People involved in such quality control are able to test samples and give a preliminary opinion. Did he have any preliminary opinion? Sir, there has been criminal negligence by this HPC and they continue this criminal negligence. Since last month this Killer Kerosene has been chasing the people. Women and Children have not been sleeping in their homes. People have been killed, innocent people belonging to the poorest strata, weakest sections have

been affected. Their houses have been burnt and here he comes and tell us like this, when the tragedy has struck and it continues to leave a trail of deaths, attacks innocent people and some people are spending sleepless nights in hundreds of villages in Kerala.

Sir, you know that they are depending on kerosene for fuel as well as lighting. I do not know whether this complacency has any meaning. I am sorry to say this. There is also a limit to such governmental complacency. Therefore, Sir, I want to know when exactly was the Ministry informed of this, at what date and time the Ministry was apprised of this by HPC. What action did the Ministry take? Did the Ministry advise the HPC to take action and did they at all have any explanation? Did the HPC give any explanation of any kind as to how it had happened because it has been a grave dereliction of duty and standards of quality control have not been followed? There are certain international standards, national standards, certain ISI standards, certain norms and standards fixed by the Corporation itself and all these standards of quality control have been violated.

Not only quality control, maintenance standards have also been violated. We do not know that; we have yet to know as the Committee has yet to go into this question. What are the terms of reference of this technical Committee? Can they fix criminal culpability of X, Y or Z? They will give a report on what actually occurred at a particular time. What actually are their terms of reference? Was there anything wrong in the imported crude oil? Then it follows that if there was, the quality of imported crude had not been tested at the port of entry. Is it that there are serious lacunae in the maintenance standards of the pipelines? Or is it in the tankers? What are the standards fixed for tankers? In respect of all these details, the House must be taken into

[Shri K. P. Unnikrishnan]

confidence. What are the terms of reference of this Committee and what is the constitution? As was said by my friend, Shri Banatwalla, HPC cannot be allowed to whitewash its own acts of omission and commission. They cannot be allowed to run away in a situation where dozens of people belonging to the poorest strata have died and hundreds are still lying in the hospital. You can imagine the condition of those whose bread winners have died. The Minister seems to be satisfied by saying that he has given four lakhs. Mr. Minister, you are not giving that out of charity. We passed an amendment last year to the Motor Vehicles Act increasing the compensation to Rs. 50000 or so, and in rail accidents, the compensation is more than a lakh. Is the amount of four lakhs of rupees adequate for eighteen people who have been killed, and hundreds of people seriously injured and lying in the hospitals, and the houses burnt and so on? Does he consider it to be an adequate compensation? Why does he have to wait for the Chief Minister or anybody to tell him, or leave it to us to say that? What are they waiting for? If Union Carbide is responsible for the Bhopal tragedy, is HPC not responsible for this tragedy in Kerala? Can they run away like that? When we are passing a legislation to protect the interests of those innocent citizens and when we are arresting those who are responsible for the Bhopal tragedy, why is the Ministry sleeping in this case? This is a shocking revelation. He says that he constituted a Committee on 12th March, 1985. Why this delay? The crucial question remains when was this Ministry informed of this? I want to know, whether the earlier request of Kerala Government for higher compensation has not been agreed to by HPC. Probably the Marketing Director or whoever he is has taken this decision. Is it a decision to be taken at the level of Marketing Director? I want to know that. Will he entrust this whole case to CBI? This is because CBI alone

can go into certain aspects. The Technical Committee can give you a report on aspects of maintenance and quality control, but on culpability, dimensions of the crime etc., only CBI can find out so that a proper case can be instituted. Is he prepared? What is holding him back? About compensation, will he agree and tell the House that he is prepared to pay a higher compensation of Rs. one lakh per victim, per death and Rs. fifty thousand each for those who have suffered, burns and injuries?

SHRI NAWAL KISHORE SHARMA : Sir, my dear friend Shri Unnikrishnan has rightly observed that death, whether it be of one or more persons, is shocking. I do agree and this is really a tragedy wherein, I feel, too many deaths have been there and too many injuries have been there and this is really a matter of grief and anguish to me and to all of us.

Whatever happened has happened and as I said earlier, the only thing we can do is to see that in future such accidents do not occur and secondly, those who are responsible for acts of omission or commission, should not be spared. With that end in view, firstly a Technical Committee has been formed to go into the question and as has been rightly pointed out by my learned friend, this Technical Committee would go into the technical aspects of the question, that is, maintenance and all that. After its report comes, as I had earlier indicated in reply to the question of Shri Banatwalla, if need be an independent inquiry would be set up to find out and to fix the responsibility of the HPC officials. I can assure this House, through you Sir, that nobody would be spared. With regard to the criminal liability or culpable liability, this matter is already under inquiry by the State Government and the State Government, I hope, would be able to find out the involvement or culpability of the persons who are responsible for this tragedy. Since this matter is under inquiry, pending investigation,

it would not be proper for me to say anything on this count.

With regard to the quantum of damages or compensation, I am one with the Hon. Members of this House that this compensation amount is too meagre and whatever is possible, would be done to the satisfaction of the people who have been injured in this accident. But this matter has to be decided, as I said earlier, in consultation with the State Government and every step would be taken to give relief to the victims. This is what I can assure you.

MR. DEPUTY-SPEAKER : The House will now adjourn for lunch and meet again at 14.15 hours.

13.13 hrs.

The Lok Sabha then adjourned for Lunch till fifteen minutes past Fourteen of the clock.

The Lok Sabha re-assembled after Lunch at Seventeen minutes past Fourteen of the clocks.

[MR. DEPUTY-SPEAKER *in the Chair*]

MATTERS UNDER RULE 377

[*English*]

MR. DEPUTY-SPEAKER : The House now shall take up matters under Rule 377.

[*Translation*]

- (1) Drought conditions in Rajasthan and need for Central assistance for drought relief works

SHRI VIRDHI CHANDER JAIN (Barmer) : Mr. Deputy-Speaker, Sir, I am giving the following statement before the House under rule 377 :

Thousands of villages in Rajasthan are facing famine. The famine has assumed alarming proportion in Barmer, Jaisalmer, Jodhpur and Nagaur districts of the western Rajasthan.

The State Government has not started any famine relief work. Some labourer have earned wages under the National Rural Employment and National Rural Landless Employment Guarantee Programme but this is insufficient.

The Rajasthan Government has submitted a report to the Central Government apprising them of the famine conditions and sought assistance of Rs. 140 crores. The Central Government had sent a study group two months ago which submitted its report to the Central Government but the Central Government has not given any money except an advance of Rs. 10 crores.

The desert districts of Barmer, Jodhpur and Jaisalmer are facing drinking water crisis. Water tankers are sent there but this is not sufficient. There is need to make arrangement for drinking water through army so that it is made available to the affected villages on war-footing.

There is need to start famine relief works. Thousands of farmers have gone and are still going to Gujarat, Haryana and towards Rajasthan canal because famine relief works have not been started.

The cattle owners of desert districts have gone to Gujarat, Madhya Pradesh and other States. The fodder has become costly and there is need to sell it at subsidised rates.

The Central Government is earnestly requested to provide immediate assistance of Rs. 140 crores to the Rajasthan Government so that famine relief work is started on

[Shri Viridhi Chander Jain]

war-footing and drinking water is made available there without delay. Also, the Railways should not charge any freight for fodder sent from other States so that the cattle could be saved.

[English]

(ii) Need to restore ESI benefits to cashew works

SHRI S. KRISHNA KUMAR (Quilon) : Cashew is a vitally important traditional industry in Kerala and one and a half lakhs cashew workers, 98 per cent of whom are women get only a maximum of 90 to 100 days work in a year due to various problems besetting the industry. The cashew workers had so far been eligible for ESI benefits if they had worked for at least one day in 13 independent weeks in a six month period i.e. if 13 stamps or joint contributions of workers and employees were put in a half-year.

Now by reason of the amendment brought about by the Employees State Insurance (Amendment) Act, 1984 the entire cashew workers are being denied this already existing benefit. The Amendment stipulates that there should be work for 91 days in a six-month period for ESI benefit to be available—a condition impossible to attain in cashew industry. This denial of an existing right of cashew workers has apparently crept into the amendment inadvertently due to lack of proper consultation with the Kerala State Government.

It is imperative that the Government of India immediately corrects this anomaly and restores the ESI benefits to the cashew workers, who represent one of the most deprived and disadvantaged section of workers in India, by restoring *status quo* or providing for a minimum of 45 days of work as against the amended stipulation of 91 days in six months in section 47 of the amended Act. This has been strongly recommended by the

Kerala State Government. The Government of India may be pleased to move an amendment immediately for the purpose and redress this genuine grievance which will otherwise remain a black mark on the progressive and pro-labour policies of this Government.

(ii) Need to take immediate steps to check pollution of atmosphere and water caused by the chemical and gas based industries in and around Vadodra

SHRI RANJIT SINGH GAEKWAD (Baroda) : The City of Vadodra, has a large concentration of chemical and gas based industries in and around it, creating air, land and water pollution in the surrounding neighbourhood. Crops from surrounding lands are constantly damaged year after year. Water, which was drinkable is not so any more due to seepage of chemical water into these water resources. The air has become polluted but absolutely no action has been taken by any authority to stop this.

The recent tragedy of Bhopal which took so many lives and made so many more helpless and blind, has created a panic amongst the people of Vadodra. Immediate action is necessary to stop pollution with the constitution of a high powered committee to look into the grievances and hardships of the affected people and a permanent monitoring cell should be set up to stop further pollution, before the whole matter gets out of hand and a similar Bhopal tragedy takes place. A proper inquiry with immediate steps is what will put the minds of the people of the neighbourhood at peace.

(iv) Exploitation of migrant workers at work site of Vizag Steel Plant in Andhra Pradesh and need to provide better facilities and wages to these workers

SHRI SOMNATH RATH (Aska) : The migrant workers engaged at the

work site of the proposed Vizag Steel Plant in Andhra Pradesh are facing innumerable difficulties. Most of them are taken from Ganjam district, Orissa by the agents of the contractors with a promise to pay them wages handsomely. But it is regrettable that they are forced to work for more than eight hours a day. They are kept in an unhygienic condition. They do not get medical treatment when they fall ill or meet with any accident while working. It is a matter of great concern that 77 workers from Ganjam district of Orissa died due to lack of proper treatment. Fifty of them died on account of cholera and 27 died when they met with accident while working. If the surviving workers continue to work in the same unhygienic atmosphere then there will be many more untimely deaths. Hence the protection of the migrant workers needs urgent attention of the Government of India.

In view of this, I request the concerned Ministers to direct the project authority to provide accommodation facilities, health services and better wages to the workers engaged in the preliminary works of the proposed Steel Plant at Vizag. The kith and kin of deceased should be provided adequate compensation forthwith.

- (v) Need to formulate a National Sports Policy and training to participants keeping in view the next Olympics at Seoul

SHRI PRIYA RANJAN DAS MUNSHI (Howrah) : To enable us to participate effectively in the next Olympic in Seoul, 1988 immediate steps should be taken to formulate the policies of each sports discipline and an extensive training programme should be launched.

In this regard I draw the attention of the Sports Ministry to the fact that

they must immediately get in touch with the Indian Olympic Association so as to ascertain the reasons of failure in each discipline in the last Olympic and accordingly take steps for improvement and arrange necessary financial and infrastructural support.

A National Sports policy keeping in view the next Olympics and the immediate target of Asian Games formulated and necessary available foreign coaches be brought. These steps will have tremendous effects. Other countries have already started their plan and programme. If we delay we may not get competent foreign coaches and therefore the urgency.

- (vi) Sharp fall in the price of indigenous rubber and need to stop the import of rubber and purchase of surplus rubber by Government

SHRI GEORGE JOSEPH MUNDACKAL (Muvattupuzha) : During the last few months price of rubber crashed from Rs. 18 to Rs. 15 per kilogram. Imported rubber is costing more than Rs. 17. For saving the small and marginal rubber cultivators I request the Commerce Minister to stop all the import and distribution of imported rubber immediately. Further I appeal to the Government of India to purchase all the surplus rubber in the market through STC, Rubber Board, or Rubber Marketing Federation for a minimum price of Rs. 18 per kilogram and save the poor cultivators.

- (vii) Agitation by Kendriya Vidyalaya Teacher and need for dialogue with their representatives

SHRI BASUDEB ACHARIA (Bankura) : I wish to draw the attention of the House towards an urgent matter of public importance of Kendriya Vidyalaya as all over the country are going to observe 23rd March, 1985 as 'Black Day'. They will wear black badges and hold recess meetings. They have been forced to register strong protest against the ban imposed on the entry

[Shri Basudeb Acharia]

of the General Secretary of All India Kendriya Vidyalaya Teachers' Association, their representatives organisation and the suspension imposed on the General Secretary because of his trade union activities.

The Commissioner of Kendriya Vidyalaya Sangathan refused to meet the representatives of the Associations on the 19th February, 1985 to discuss the burning issues of teachers of Kendriya Vidyalayas. On the other hand, they were served with warning letters. It is most unfortunate that neither the Government nor the Administration is in a mood to discuss the problems of Kendriya Vidyalaya Teachers. One of the main demands of the teachers is grant of formal recognition to the Association so that they can settle their problems across the table. I, therefore, urge the Minister to meet the Association representatives to sort out the outstanding issues for early settlement in the larger interest of country's educational needs.

14.29 hrs.

**RAILWAY BUDGET, 1985-86
 GENERAL DISCUSSION—*CONTD.***

[*Translation*]

SHRI BALKAVI BAIRAGI (Mandsaur) : Mr. Deputy-Speaker, Sir, I am grateful to you that you have given me time to speak on the Railway Budget. I am happy that Chaudhary Bansi Lalji is listening to us. I hope that he would appreciate one suggestions and take action on them. The Railway department is a revenue earning department of the Government of India which contributes in a large measure towards the other expenditure of the Government. We have also a Minister of State in the Railway Department. Chaudhary Bansi Lalji is the Senior Minister and Madhavrao Scindiaji is the Junior Minister. Chaudhary Sahib has age and experience and Scindiaji is young and energetic. If we look at the budget, taking into consideration this

combination, we will find that it is a realistic budget and Shri Bansi Lalji deserves my congratulations for it. He has not concealed anything. Had he wanted, he would have reduced the social burden of Rs. one thousand crores or reduced the revenue or reduced the enhanced fund earmarked for the maintenance of railway tracks and thus made this Railway budget a balanced one. Instead he has placed the real picture before the House. I think it is a good that he has not concealed anything. We thank him for this.

I am grateful to the Railway Minister for providing facilities to the Children and youth in this Year, of the youth. We specially express our gratitude to him because this is the first budget after so many years in which the Railway department has shown favourable consideration to Madhya Pradesh. You are giving two new lines in this budget and both are for Madhya Pradesh. Such a thing has not happened before. We hope the work on these lines will be done expeditiously and smoothly.

I will not take the precious time of this House by going into statistics because statistics are dry and misleading I will, therefore, leave the statistics and come to my points straightaway. On the 24th January I had raised a few points while speaking on the supplementary demands of the Railway Ministry in this House. The Meenakshi Express may possibly be run for 5 days in a week because its time-table is under consideration. We are grateful to the Hon. Bansi Lalji and Shri Madavrao Scindia. Besides, I had also raised the question of demarcation of Jurisdiction and powers of G.R.P. and R.P.F. and had demanded that these should be reconsidered and if need be the Constitution should be amended. It will not only facilitate the operation of Railways but also bring relief to the public. At the moment the position is that those who have powers have no work

and those who have work have on power.

Regarding level crossings, so long as Bansi Lalji considers this matter as Railway Minister and not as a farmer, the farmer will not be benefited. I think, he should consider it as a farmer. Our Railways are meant for farmers. Our farmers are not meant for the Railways. He should consider it from this angle. This is my submission.

Mr. Deputy-Speaker Sir, the increase effected in taxes and other charges has created a strange situation. Shri Madhavrao Scindia looks so innocent that we don't want to criticise him and when we look at Shri Bansi Lal, we are too scared to criticise him. I think it will be easy to express myself through a couplet. 403 members of our party have been elected to this House and Railway fares have been increased by 12.5 per cent. In this connection I recollect a couplet :

*Khijan mein lutte to
 koī baat nahīn thee,
 Ranj is batt ka hai
 ki bahar main lute.*

I urge the Railway Minister consider it afresh. If you do not reconsider it then who else will? If you do not consider over it, it is not going to help us. It is my submission to you to reconsider the rates that have been increased in respect of foodgrains, pulses, salt and vegetables. (*Interruption*). You also include the fish in it. The reason is that after returning home in the evening we are confronted with the problems of getting meals. There this plea will not hold water that Shri Bansi Lalji has increased the fare and freight. So with folded hands I request you to reconsider the breights on these 4-5 items. You are kind enough that you have not raised the fare for the first fifty kilometres. I also want to say while preparing

budget only Delhi is kept in view You should keep in view Bhopal, Ratlam and Indore also. People commute daily 100-150 kilometres. The population has increased so much that people have to travel up and down. So I will urge Chaudhary Sahib to reconsider the matter regarding exemption only up to fifty kilometres. We know your problems. In this House Members belonging both to the opposition and the ruling party are not unaware of any your problems. We would always like to cooperate with but you also must keep it in mind that we have to return to our constituency. Ever since you raised the fares by 12.5 per cent after fifty kilometres, the people travel on trains with stones in their pockets and when we return to our constituency we will be welcomed with the stones. No one is paying any heed towards this.

The time is limited but even then I want to draw the attention of the House to one more issue. You are becoming party to a corrupt practice with which you have no connection. For example, I will mention Ajmer Sharif Pilgrimage tax has been levied in Ajmer Sharif. May be the tax is levied by the State Government or the Corporation or the Trust but it is realised by the Central Government.

For journey to Ajmer Sharief, six paise are realised from the people on every ticket. The passengers, in fact, are required to pay 10 paise because of coin shortage. In this way, every passenger has to pay four paise extra at the counter. This means that if a sum of ten lakhs of rupees is collected during the year, a sum of four lakhs of rupees is pocketed by the corrupt officers and the government is blamed. The pilgrimage tax whether it is in Varanasi, Ajmer or Somnath, must be reviewed.

I would also request that reservation should be computerised. We would be grateful to you, if you do this because this problem brings

[Sbri Balkavi Bairagi]

bad name to you. Yours is a very strange department. When one goes for reservation, he is told that no berth is available, but later on the same berth is offered to him. What is this brugling? You should look into it. I have full faith in your efficiency.

I have already made a submission to you and today again I am requesting you. I am sure you would consider my request. Work for conversion of broad gauge line is going on from Neemuch to Kota I request that this work should be undertaken from Kota towards Neemuch also so that people on both the sides could get employment. There are many other points to be raised, but I will not take much time of the House, as many other Hon. Members have to express their views. In the end, I would like to say that freight was not increased last year. This year it is being increased. It is my humble request to you that attention should also be paid towards many shortcomings of the last year.

I support the balanced and realistic budget presented by Chaudharyji and congratulate him for the same. With these words, I conclude my speech.

SHRI G.L. DOGRA (Udhampur): Sir, the budget presented by Chaudhary Saheb is bold in approach and discuss deserves appreciation.

The increase in fares by proposed by him was essential. When Planning Commission does not allocate any funds, Reserve Fund is also depleted and there is no other alternative, what else could be done. Railways had to be operated and funds had to be provided and for that purpose, he has increased all kinds of fares and freights, but the quantum of this increase appears to be on the high side. The people would not have protested against this increase had the prices of oil, cooking gas, Kerosene and all other essential items not been raised.

The pinch is being felt all the more because of increase in the prices of essential items. Had this increase been confined to railways only, the Railway Minister would have earned appreciation that he has mobilised ample resources because without funds no work can be undataken. Funds are required for any work which you want to undertake, for the maintenance of railway track, for rectifying wear and tear for laying new railway lines, replacement of the obsolete rolling stock, running workshops etc. He has, therefore, tried to raise funds through this budget, as he had no hope of getting funds from any other sources. But the moot point is whether Railway user or commuter will pay for expansion, wear and tear and capital investment? Though you had to do it under compelling circumstances and it was a painful decision, yet it is very bold on your part having done so.

So far as the question of laying new railway lines is concerned—as Prof. Parasher has said—there are certain States where there are no railway lines at all or if there are a few railway lines they are quite insufficient. You should have given a sympathetic consideration to this aspect also. But you have starved the entire Northern Railway as you hail from the North. It was our opinion about the provisions made last year that they were insufficient and injustice had been done to us. This year those provisions have been farther slashed. Last year a provision of two crores of rupees was made for construction of Jammu—Udhampur railway line but this year the provision has been reduced to rupees one crore seven lakhs only. Chaudhary Saheb, this amount is too meagre and in this manner completion of this railway line would take at least 43 years and none of us would survive to see its completion. We have to construct the railway track upto Srinagar as Gandhiji had announced. Panditji had also paid his attention to

this and that is why this railway track was extended from Jalandhar to Pathankot and later on upto Jammu. But with such a meagre provision you can well imagine the progress of this track.

Similar is the case with Talwara—Pathankot line and Nangal Talwara line. These railway lines are very essential and work on these lines was undertaken long back, but progress in the construction of these lines is very slow. Similarly, funds allocated for doubling of railway track between Panipat and Ambala are insufficient. You perhaps hesitated to allot funds for this purpose as it falls in youa State' The early completion of doubling of the track would lead to more passenger and freight traffic and increase in the earnings of Railways. More attention should, therefore, be paid to doubling of railway track on this route. Doubling of railway line from Jalandhar to Jammu is necessary. Parasher Saheb had said that double railway line from Pathankot to Talwara should not be laid for the time being but in my view it is absolutely necessary to do so. In case, sometime one track is damaged, the entire railway traffic would come to a standstill. If there is double line, the traffic would continue uninterrupted on the other track. As wear and tear is quite usual, it is necessary to have a double line there.

Lakhs of passengers disembark from trains at Jammu station every year. From Jammu station they go on their onward journey to Kashmir, Poonch or Vaishno Devi, but the amenities at Jammu station are quite insufficient and there is shortage of staff also. I have spoken many a time on this issue and you must pay special attention towards it.

I would touch one more point also. Three tourist seasons have gone waste in Kashmir. It has happened due to

the circumstances which have developed there. It is essential that some efforts should be made to encourage tourism there. Hill concession tickets should be issued.

So far as safety and security of passengers is concerned, you will have to pay special attention towards it. There are certain elements in the country which term our leaders as their enemy No. 1 and enemy No. 2. We want that railway trains should be run properly and there should not be any disruption. Previously, trains used to run very slow in the night which had made railway travel very difficult. We want that there should not be recurrence of such a situation. Previously running of many trains during the night had been stopped. Such a situation should not be allowed to occur again and special attention should be paid to safety and security.

I would like to put before you another problem. There is Hiranagar Railway station between Pathankot and Jammu, which is just at the roadside, but trains do not stop there. Samba is 10 or 12 miles away from the highway and Kathua is also far away from the highway. The people can, catch the trains from these stations but I would like to submit that it would be convenient for the passengers to board the trains from Hiranagar station which falls between Jammu and Pathankot. All the trains passing through this station must stop for two minutes at that station. All the trains, whether it is Jhelum Express or other trains originating from Calcutta, must stop there just for two minutes. On the one hand, it would provide facility to the people and on the other hand, Railway revenue would also increase. Otherwise also, traing run late by as much as 24 hours and therefore, two-minute halt will not make any difference. Previously it was argued that it is not possible, but I have myself seen that a

[Shri G. L. Dagra]

new railway station Chhanroria has been provided between Pathankot and Jammu. Wherever Railway employees are interested, a new Railway station is provided. New stoppages are also provided. I do not know as to why this station was opened there. Neither politicians, nor M.Ps or M.L.As ever asked for it, nor did the people of the area make such a demand, but this station has been set up. When officers are interested, stoppage of trains is provided even at minor stations. When we made a request for providing stoppage of trains at Hiranagar, the trains are not being stopped there I request you again that arrangements should be made for stoppage of all the trains at Hiranagar station for two minutes.

Now I would like to say a few words about maintenance. Though you have considerably increased the fares, yet maintenance of the Railways is not proper. The rake of seats in first class coaches of trains running especially on Branch lines is found torn. Latrines are very dirty and one cannot even enter them. Even light is not there. You should look into this matter also.

Waiting rooms should be provided to the First Class and Second Class passengers. Passengers at Jammu station are found sitting on the floor. Benches should be provided there so that people could sit there comfortably.

As you have rung the bell, I will not take more time. I would like to request you to pay attention and expedite work on the lines mentioned by me and reappropriate funds from other items for them. I would once again request that the trains should stop at Hiranagar Station.

Electrification of railway track is necessary in Punjab, Haryana and areas especially around Delhi. If electrification of lines in areas around

Delhi is carried out, we will be able to avoid congestion. People living in many satellite towns of Haryana come to Delhi for work, They go back to their homes in the evening. Electrification of railway track will be of great benefit to them. Electric traction of Punjab and Jammu bound trains would be beneficial for the Railways as well as for the people.

I would like to point out that besides being the major infrastructure of the economy of our country, the Railways are an important means of communications also. Even if there are no roads, if railway line is laid anywhere, people of the country would have access to that area. The Railways are major and important means of communications for the Defence also which can be utilised by us at the time of need. Roads can be made use of by the enemy also but not the Railways. Railways are a major means of communications and fundamental factor for the security of the country. You should pay more attention towards the development of railways.

In addition, you should also develop highways. With these words, I support the budget proposals.

[English]

SHRI CHINTAMANI PANI-
GRAHI (Bhubaneswar) : Hon.
Deputy Speaker, Sir, I rise to support the Demand for the Ministry of Railways placed before the House by the Hon. Railway Minister.

Sir, at the outset, I should like to state that the Railways as a transport system, serve the life-line of the country. In view of the stupendous problems that the Railways are facing today, it is hoped and expected that the Planning Commission would give top priority to allocation of funds so far as the Railways are concerned. But if you see the alloca-

tion, of funds made by the Planning Commission, it is really very meagre for the Railways. This year, they have allocated only Rs. 1,650 crores to the Railways and out of this amount, as the Railway Minister said, the Railways themselves are trying to raise the resources to the extent of Rs. 950 crores and perhaps the balance of Rs. 700 crores is the budgetary support that is being given to the Railways.

Therefore, the first thing should be all the Ministries together should decide about it. When the Railways carry the burden of this country so far as transport is concerned, why should the planning Commission accord such a low priority to the development of Railways. But when you look at the discussion of the Railway Working Group of the Planning Commission, you will find that the Planning Commission always fixes a higher freight traffic target for the Railways without allocating more funds. You will find that in 1980-81, the Railways carried 195.9 million tonnes; of freight traffic. In 1981-82, it was 228.8 million tonnes; In 1983-84, it was 230.1; and in 1984-85, it was 237 million tonnes. And the target which has been fixed is 245 million tonnes by the Planning Commission and the Working Group also. And then, it was further reduced to 237 million tonnes. Therefore, if you go on analysing the freight carrying capacity of the system, on an average, it comes to about 250 million tonnes a year. But I do not understand how the Planning Commission projects a traffic demand of 380 million tonnes in the Seventh Plan without allocating not even Rs. 17,000 crores. The Railways have asked for Rs. 27,000 crores and the Planning Commission is going to allot only about Rs. 17,000 crores or perhaps not yet finalised. So, how does the Planning Commission decide about the allocation of funds and then fix the freight traffic in the Plan period ?

I welcome the new policy thrust given by the Hon Railway Minister, Mr. Bansilal. You will understand one thing if you read the Budget speech. I thought, it was almost a Defence Budget which has been placed by Mr. Bansi Lal because it was very terse, very simple without explaining what improvements have been made and what things are there. In the General Budget, many things have been done, many things have been explained to the people. But here Bansi Lalji perhaps is very terse, simple, straight-forward and plain-speaking. So, he put forward his demands and then put forward revenues that he wanted to earn from the railway system itself. Therefore, the railway system is completely worn out and it needs improvement in many ways. I need not explain all the points. But I am happy that the Railway Minister has given a new policy thrust so that we can now at least hope that it will improve the railways carry out track renewals improve over-aged assets and all that. At least some thrust has been given the Railway Budget for 1985-86. We welcome that.

As far as I have studied the railway system itself and its carrying capacity, with whatever infra-structure that we have created all these years, the Railways has achieved a lot. We have achieved self-reliance in many respects. With whatever capacity we have created, today the Railways can carry more than 300 million tonnes of freight traffic. But why is that we are over-capitalising the railways by borrowing from the general revenues. In 1950-51, the entire capital at charge of the Railways was Rs. 850 crores but today it stands at Rs. 7600 crores. It is all borrowings from the general revenues. The general revenue borrowing was about Rs. 200 crores one decade ago and today it is about Rs. 500 crores to Rs 600 crores. I am quite sure that the way we are going, unless we give a policy thrust, we will be borrowing upto Rs. 800 crores from the general revenues. At the same time, the

[Shri Chintamani Panigrahi]

Finance Ministry is asking the Railway Ministry to raise their own resources.

Why should the railways be over-capitalised. Why should the capital at charge of the Railways be Rs. 7600 crores as against Rs. 850 crores in 1950-51? Every time, the Planning Commission discusses with the Railway Working Group, they fix a higher target. Supposing in the Seventh Plan the target is fixed at 380 million, an exercise will be done that in order to achieve the target of 380 million, we want this kind of changes or that kind of changes and we will have a total budget of Rs. 20,000 crores. In this way, we are unnecessarily over-capitalising the railway system.

It is better that with whatever existing capacities we have created, let us try to optimise the passenger and freight traffic. We cannot go on borrowing from the general revenues like that and the Finance Ministry will go on asking the Railways, "Why don't you raise your own resources?" You find how the Finance Minister got an approbation from all sides of the House. But the buck was passed on to the Railway Minister, Mr. Bansi Lal, having strong shoulders. Everybody goes to Mr. Bansi Lal and says, "Why do you increase the passenger fares by 12½ per cent?" Every time, when the Passenger fares are increased, our party members and others in Parliament ask for a reduction in the passenger fares and the Railway Minister concedes to a certain extent. I hope, this time also, the Railway Minister will concede to a certain extent.

Let me now refer to the declining trend in the passenger traffic. I hope, the Railway Minister will take note of it, as to why the passenger traffic is declining. In 1981-82, it was 3,704 million and in 1983-84, was 3,225 million. Therefore, I would suggest that the Planning Commission should give the topmost priority to the Rail-

ways in according funds and the planning Commission itself should share the social burden that the Railways are carrying to the tune of about Rs. 1000 crores. Why not all the Ministries equally share the burden? If that is done, the Railway finances will improve.

So far as some of the problems of Orissa are concerned, we met the Railway Minister this morning. We have presented to him whatever difficulties we are facing. But I want to mention two points here. One is that Puri-Palasa and Palasa-Puri passenger train which was a regular passenger train in Khurda Road division in South-Eastern Railway has been suddenly withdrawn. It has created a lot of difficulties for the passengers, Commuters and students in that section. I request that it should be immediately restored.

The General Manager promised before a vast crowd at Bhusandpur railway station that the 37-UP and 37-Down Janat Express trains would stop at Bhusandpur railway station, Khurda Division of south-Eastern railway but the stoppage has not yet been ensured.

I support the Railway Budget.

[Translation]

15.00 hrs.

SHRI SULTAN SALAHUDDIN OWAISE (Hyderabad) : Mr. Deputy-Speaker, Sir, I am grateful to you for having given me an opportunity to speak. I will try to finish my speech within the stipulated time of five minutes. Alas, our Minister could also ensure the punctuality of trains particularly when we are expected to adhere to the time-limit. A perusal of the Railway Budget reveals that it has become a source of revenue for the Central Government. A You have raised the fares, but what amenities are you going to provide has become a big question. Increase in fares will result in increase in prices. It appears

that this budget has been presented to provide amenities to capitalists. This budget provides no amenities to the poor. It will result in increase in prices and the lot of poor people, who vote for us, will become more miserable. The rich and the capitalists would be benefited more. When the railway fares are increased, rail travel becomes difficult. I think the condition of Railways will improve if the Hon. Minister himself travels by train. But a Minister seldom travels by train. Rail travel has become very hazardous. No-punctuality is observed in the running of trains. Rail travel is unsafe, because incidents of theft, dacoity, arson in the trains and derailment are quite common. There is no definite programme to check these accidents which are taking place one after the other. After all what is the remedy? Trains used to run earlier also. The condition of railway track has become so bad that it appears we are not travelling by rail but are riding a horse. . . . (*Interruption*). The train sways from side to side. The Members from the other side have said that there is no proper arrangements for toilets in the trains. It has also been said as to why the passengers should depend on the toilets of trains; they should believe themselves at home before coming to the station. If this is the intention, then it is another thing. It is a strange state of affairs. The wash-basins are there but the water flows down to the floor and to our feet. You must travel by train to see for yourself the difficulties being experienced by the people. During summer, water is not available at the stations. Whereas it is written there that cold water is available, actually it is hot water as if it is meant for preparing tea. The conditions are deteriorating day-by-day. You know that Hyderabad is a famous city. The Railway station was constructed there during Nizam's time. It is still the same station. There is no over-bridge on the railway line passing

through the city. You should look into all these things. There is no other railway line in Hyderabad city. Traffic is held up for as long as two hours at a stretch and a news item appears in the papers that a woman gave birth to a child near the railway crossing as it was closed and she could not reach hospital. An overbridge should be constructed there. No over-bridge has been constructed there even after 36 years of Independence. Nobody pays attention towards such things. I have come to know that 5-6 years ago, some Minister had laid the foundation stone there but that stone itself has disappeared. I request you to look into the entire matter afresh and provide facilities to public. I would like to say that during his reply the Hon. Minister should tell us as to how many times in a year he would himself travel by trains to get first hand knowledge about the conditions of trains and the difficulties being experienced by the people. In this way there will be improvement in the Railway Administration and people would be grateful to you.

In the end I would like to say that the increase effected in railway fares should be reviewed as this will add to the miseries of the people. Mr. Deputy-Speaker, Sir, I am grateful to you also for having given me the time to speak.

SHRIMATI KRISHNA SAHI (Bugusarai) : Mr. Deputy-Speaker, Sir, I support the Railway Budget presented by the Minister of Railways wholeheartedly. He has done a commendable job in the prevailing difficult conditions in our country.

I am happy that the Hon. Minister has raised the age limit from 3 to 5 years for children to travel free by trains. Another welcome step taken by you is to provide concessions to youths during the International Year of Youth. Besides, I would like to point

[Srimati Krishna Sabi]

out that although several concessions have been announced in the Railway Budget, yet these have failed to provide relief to the common man. The increase affected in the rates of suburban season tickets will hit the poor and the middle class people hard because quite a good number of poor people commute small distances in connection with their profession. They may be *detun* sellers, *patta* sellers, milk vendors or government employees or college students. I would like to urge upon you to review this like.

I would also like to congratulate you for having converted the Barauni-Katihar line into a broad-gauge line in Bihar State much before the scheduled time. This line was inaugurated by our late Prime Minister, Smt. Indira Gandhi and several memories are associated with this inauguration function. But I regret to point out that no development took place after inauguration. Before inauguration, 14 pairs of trains used to run on this line but now only 2 pairs of trains are running when this line has been converted into a broad-gauge line and more trains can be run on it. I fail to understand the justification of trains being terminated at Barauni when broad-gauge line is upto Katihar. The trains being terminated at Barauni should run upto Katihar now that the line upto Katihar has been converted into a broad-gauge line.

Assam Mail may be run direct but Tinsukhia Mail which goes via Farakka, takes 6 hours more. This train which goes via Farakka should run via Kiul and Barauni as previously this line was a metre gauge line and had not been converted into broad-gauge line. I would like to draw the attention of the Minister towards this.

The problem of loading and unloading of goods is acute in entire Bihar and particularly in North Bihar. The State of Bihar is very rich in minerals and, therefore, loading and unloading problem in respect of coal and mica should be solved. Loading and unloading should be smooth. The Railways are not only a means of transport in our country, but they have also to discharge a social obligation. In the event of a natural calamity or accident, the Railways undertake social work. Railways are a means of economic development as well.

Patna is the capital of Bihar, but Patna junction is very much neglected. At present about 20-25 thousand people detrain and entrain daily as against its earlier capacity of 10 thousand persons, which results in heavy congestion there. There is no alternative line for diverting the goods trains. Trains run on time daily between Mugalsarai and Danapur but they take unduly long time to enter Patna station. The train has to wait for half an hour and sometimes even an hour at the outer signal.

Sometime back, there was a scheme to provide 'by-pass' for the goods trains, but I do not know why that scheme has been kept in abeyance. Congestion at Patna station has increased to such an extent that it has become essential to provide relief there.

Hardy's Park is a small station by its side. It is said that in the olden days, the saloons meant for princes used to be stationed there. There should be no objection now to this station being used for goods trains. In case there is some technical hitch, the Hon. Minister can have consultations with his department.

The most painful thing is that 'Vikramshila Express' which becomes 'Magadh Express' enroute, the so called super fast train, connecting the

State capital with Delhi, the capital of the country, takes over 18-19 hours to reach its destination. In case this super fast train, which leaves Patna at 8 in the night at present is started at 6.00 or 5.30 P.M., after office hours, it may reach Delhi at 8 O'clock or even at 9 O'clock it will serve the purpose of office goers. At present this train does not serve the purpose for which it has been introduced. This super fast train must fulfil its objective. No useful purpose is served if it arrives at 12.00 O'clock.

There is no quota in Tinsukhia Mail for Patna. This is an important train. It stops at Patna for 5-7 minutes. Patna being the capital of the State must have a quota in this train. Earlier, Tinsukhia had a stoppage at Mokama, but now it does not stop there and its next halt is Patna after Jamalpur to Patna is a large distance.

Therefore, my submission is that train should stop at Mokama which is a junction and from that place Barauni, Begusarai are at a distance of 5 kilometres. A fertilizer plant and a refinery are also located here and 10-12 thousand people working there have to face a lot of inconvenience. But, now, this facility has also been withdrawn. Therefore, it is essential to provide a half of Tinsukhia Mail between Jamalpur and Patna for the convenience of thousands of passengers who want to reach the capital.

Indian Railways Institute of Mechanical and Electrical Engineering is located at Jamalpur which falls under my constituency as well as that of Shri Yadav. This is a very important institute. Forty thousand students are imparted training in this institute. This is the most neglected place. Nobody has paid attention towards it. I hope and expect that the Hon. Minister will pay attention to it and ensure all-round development of this railway institute by providing as much financial aid as possible.

There is a wagon factory at Mokama. The supply of wagons does not match our demand. When we have such good wagon building factories in the country, why does the Department of Railways not think of its development in coordination with the Department of Industries and meet the maximum demand of factories.

With these words, I thank the Hon. Minister and at the same time I also thank you for giving me an opportunity to speak.

15.19 hrs.

[SHRI NISSANKARA RAO
VENKATARATNAM *in the Chair.*]

[*English*]

SHRI UTTAM RATHOD (*Hingoli*) :
Mr. Chairman, Sir, with the evolution of our politico-economic thought like planning and welfare State new concepts have become very popular. When these concepts become popular naturally some economic and political terms also have come to establish themselves in our life. Such terms are backlog, social obligations and such other terminology. I have seen that the people who make a hue and cry are silenced by throwing this terminology on their face.

Sir, a member naturally wants to see how the backlog and the social obligations have been fulfilled in the State and Central budgets. I was extremely happy when the Railway Minister presented his budget. When I first heard him it was really nice of him that he spoke in such a nice way that he will do his best to see that our grievances are met. I have no grievance against him. But when I just glanced through the papers that were supplied by him to me I saw that the area from which I come was completely neglected by him through his predecessor Shri Ghani Khan Chaudhuri had assured us not only here on the Floor of the House but also in our constituency that he will see to it that

[Shri Uttam Rathod]

Adilabad-Purli broad-gauge line will not suffer for want of funds. Similarly, when the problem of conversion of broad-gauge from Manmad to Aurangabad-Parbani-Purli were taken up to him he did tell the delegation from Marathwada that enough amount will be spent on it.

Sir, about this project I want to bring to your notice that it was Prof. Madhu Dandavate who inaugurated it.

We were told that this particular project will be completed within the stipulated time. But every time when Budget is presented we are faced with difficulty not only how to present our ideas here but also we don't know how to face the people there who are agitating for it. Now, Sir, I don't know how Mr. Bansilal is going to help us in this regard. The total expenditure anticipated on this project is of the order of Rs. 28.9 crores and so far only Rs. 8.5 crores have been spent. This year there is a provision of only Rs. 1 crore. I just do not want to get myself involved in all these statistics. But I want to ask this much. Mr. Minister, please tell me when I will be able to reach Aurangabad from Bombay by the broad gauge line. We will be very happy to see that this project which is going on for 6 to 7 years is completed by 1985-86. Please tell us when you are going to complete it.

The Adilabad—Purli line is a metre gauge line which is to be converted to broad gauge. This work has to be completed as early as possible. Some time back a Committee submitted the report for transport of coal from Singreni and Chandrapur areas to N.W. areas. This will be the shortest route to take coal to Purna junction and Parli superthermal station. It was out of necessity to transport coal that this particular project, viz., Vani-Adilabad-Parli new line and conversion of metre gauge into broad gauge was suggested and also given priority. I do not know why this project is neglected by the Hon. Minister. I congratulate

him on providing some amount for Darwha-Bhokar new broad gauge line. I must say something about this line. When the II World War was going on, during the British regime, the Dharwad-Pasad line was completely uprooted and taken to some middle-east country. But after that people started demanding construction of this line. When Mr. Ghulam Nabi Azad was elected from that area he took up this project. Our Hon Minister Mr. Ghani Khan Choudhury sanctioned it. Certain sums were provided. Engineering-cum-traffic survey was started. We find that only 27.7 per cent of that survey has since been completed. Please complete it as early as possible. I expect the Minister to take up this project with the Planning Commission, so that this is cleared by them and the whole of Maharashtra is connected with neighbouring areas.

Also there is one point which I wish to bring to the notice of the Hon. Minister and the House. There are certain unfortunate areas which were neglected by the old regimes. When a new railway project got completed in these areas, a levy of 33% was imposed on the passenger fare. Sir, one such section is in my constituency, namely, Purna-Khandwa where the passengers are paying 33% more than the people of the other areas. Now that he has hiked the passenger fare by 12.5% would the hon. Minister tell me if these people will still have to pay this 33% extra over and above that? Is it going to be continued or is it going to be abolished on these routes? Will they be brought on par with the people of the other areas? I request the Hon. Minister to tell us about these things.

I thank you for the opportunity to speak. I will congratulate the Minister provided he gives me an assurance even outside the House if not here.

SHRI AJAY NARAYAN MUSHRAN (Jabalpur): Mr. Chairman, Sir, I am very much thankful to the Hon. Railway Minister for his forthright, forward looking and brave railway budget. Brave because this is the first time the realities have been put across where for

developmental works and improvement of the Railways we require money and for this purpose hike in the freight and passenger rates has been made. There required a very brave man to come out with a budget which is not palatable so far as the constituents and the peoples representatives are concerned I fully admire his bravery in coming forward with the freight and passenger rates increase vis-a-vis the heavy responsibility which he has shouldered today for improving the standards of the working of the railways. The improvement in the field of computerisation and modernisation of the tele-communication system and all those works would, in the long run, help in running the railways as an accident-free, comfortable and confident means of communication which for the last more than a hundred years have been our main source of communication and main source of commercial transportation. I must say that this budget fully justifies the actions of the Railway Minister, especially in regard to the commercial aspect of the railway and the social service aspect of the railway. When we look to the social service aspect of the railway budget, it looks harsher that the rates have been increased by 10% and 12½%. But when we look at the commercial aspect of the railways, when we look at the various methods to improve the railway services which the Hon. Railway Minister has come up with, I think this budget is not only justified but it is very laudable. I would also like to add a few suggestions so that the discretion which is a better part of valour is also considered by the Railway Minister while finalising his budget and while giving his answer to the debate.

Sir, my first suggestion is that there is difference between commuters and the general passengers. I personally feel that the lack of comforts, convenience, difficulties of long-way journey and the difficulties in the intermediary junctions experienced by the passengers and also other aspects involved in the journey should be looked into, not along with the commuters. Commuters

use the railways for a very very short time whereas the passengers belonging to the rural areas and not those belonging to the metropolis, use the railways as the total means of communication and total means of livelihood. Whatever the railways want to do for them will be little compared to what the passengers expect.

My second suggestion is that in the running of the trains, convenience for those passengers who are journeying from Delhi to Trivandrum and from Bengal to Gujarat who have to catch various connecting trains, should be provided and a very least amount of time should be spent by them at the intermediary junctions. This aspect should be looked into.

My third suggestion is that there are various works which have been sanctioned in the last few years and which are to be completed. We have a provision in the budget for the construction of two new railway lines in Madhya Pradesh, that is, Satna-Rewa line and Guna-Etawa line, for which both the Hon. Railway Ministers deserve our heartiest thanks.

However, all those works which have been pending in Madhya Pradesh for a long time and about which I will make a mention at the end should be given priority and completed at the earliest.

Prof. Madhu Dandavate, in his speech said that he had a lot of schemes and plans in his mind, but suddenly he collapsed. As you know, medically before a person collapses, he loses coordination between his brain and muscle. If in that stage any plan or schemes had been drawn up by him, that should not be given priority.

I have another suggestion to make. Various compensations and claims are paid by the railways for the transhipments which are lost *enroute*. I am sorry to bring it to the notice of the Minister that this is a racket and this racket must be busted and the people

[Shri Ajay Narayan Mushran]

and the staff responsible for that must be taken to task and a percentage of the loss which is borne by the railways in the shape of compensation must be borne by this staff. I can give you a number of instance, but I would not do that because you want me to be brief. The racket starts from the day the transshipment is booked. It is stolen in a very organised manner enroute and nothing or only a small quantity reaches the destination. Then the claims are made and compensation paid at a much higher speed. As compared to this, if an army officer on his transfer from a long distance loses his two boxes, he will get a small compensation and after a very long time. I would like the Minister to have a thorough enquiry on this subject and if an any division or station, large compensation claims are being paid for stolen transshipments, necessary corrective measures should be taken and the persons responsible should be made to pay a percentage of the compensation, which the railways are paying and losing revenue.

I represent a constituency, which has the maximum railway organisations in India, namely Jabalpur. We had certain schemes and plans for Jabalpur which were to be executed, but unfortunately that has not been done. Unluckily, we had an accident at Balaghat last monsoon and we were promised by the then Railway Minister that a complete line of meter gauge from Jabalpur to Gondia will be done up and a new division will be set up with headquarters at Jabalpur within a month. In fact, he gave the orders in my presence, because I had accompanied him to the accident site, but nothing has been done so far I would request the railway Minister to look into this.

I may also tell this august House that the biggest diesel locomotive shed of India is located in my constituency, namely at Katni and to cross the railway line from the town to reach that place, one has to cross 20 to 22 railway lines. There is a very old demand of making an overhead pedestrian bridge. I would

request the Railway Minister to complete this. There have been many accidents here and people have lost their lives and limbs.

In the end, I would request the Railway Minister to undertake some surprise journeys. These journeys should be undertaken by the Minister, Chairman and other Members of the Railway Board. If they cannot go, at least they can threaten to go. I would specially invite the Railway Minister to undertake a journey in Indore-Bilaspore Express train. That train must be maintained in the present shape to remind us of the days when the railways were actually started.

I would also request the Railway Minister to complete certain other works in Madhya Pradesh which have been pending for a long time. He should also look to the comforts of the passengers, facilities for the farmers for transportation of their foodgrains for the small cottage industries for their products etc. These will go a long way in making the people happier.

In the end, I would like to request the Hon. Railway Minister to reconsider the heavy increase which he has put in the freight and passenger rates. I am very sure that though this 12½ percent is there, in the end he will definitely come with some percentage of decrease so far as the passenger and freight charges are concerned.

In the end, I congratulate him for this very brave budget and I thank him on behalf of Madhya Pradesh for giving us two new railway lines.

SHRI D-N. REDDY (Cuddapah) : The Government has belied the high expectations of the common man to alleviate his sufferings, by presenting a typical post-election budget, which is stagnant and anti-people. An efficient and expanding railway system is necessary for the orderly economic development of the country. As it is, the railways are physically and financially sick and the present budget presented by the Hon. Minister for Railways has made

it much worse, A 12½ per cent hike in passenger fare and a 10 per cent hike in the freight fare is a very heavy burden and it is a second one in recent times. It added to the common man's burden. And all this, Sir, without any compensatory promise of amenities. Whereas the increase in passenger fare directly hits the common man, the increase in freight rates indirectly hits him by increasing the prices of essential commodities and adding to inflationary measures, now present in the country.

Unfortunately, the budget has not a word to say about the laying of new/additional railway lines or prevention of accidents which are becoming frighteningly frequent or about the maintenance of the railway lines in proper condition. Hygienic and catering measures are becoming worse and worse and are seen to be believed as to how bad it is. I earnestly request the Hon. Minister to travel *incognito* at least a few times in a year in different trains, so that he may personally experience the travails experienced by the common and take immediate relief measures.

Lastly Sir, I have to refer a few of our local problems faced in our constituency which I have the honour to represent. First, the Rayalaseema Express which runs from Tirupathi, the abode of seven hills, to Hyderabad, takes nearly eighteen hours to cover about 450 KM. It is a colossal waste of time and I am sure that it can be curtailed by nearly three hours immediately. I request the Hon. Minister to take immediate measures so that the time is curtailed. Also, an air-conditioned coach may be added to it. I request the Hon. Railway Minister to take immediate steps to this effect, so that the Lord of the Seven Hills may bless him for giving us the amenities in the train.

Secondly, there are a number of unmaunded level crossings which have become dearh pits. One such station is

situated about 20 KM from Cuddapah near Kamalapuram. We have been clamouring for an over-bridge which has been long pending. There are many such unmanned level crossings which have become death pits and there have been too many accidents. Immediate action may kindly be taken in this regard.

My third point is about a new railway line from Yerranguntle to Nandyal, connecting Cuddapah and Kurnool. It is long due and we were told that investigations have already been done. I request the Hon. Railway Minister to at least order a survey and then prepare the necessary budget for it. I hope he will undertake it when the financial resources are satisfactory. The Reservation Department in each station leaves much to be desired. There is a lot of corruption going on and it has to be chacked and for this purpose, the reservation system needs to be computerised and regularised.

They have to take steps to improve the catering and adopt hygienic measures to ensure the quality of the food which is supplied. What is supplied at present in the janata compartments is awfully bad. Trays are often kept near the toilets. The quality of food which they supply at each station also needs to be improved. The contractors who have been doing the catering have been there for the last several years, and they have made huge profits at the expense of passengers.

As regards new railway lines, unfortunately, Andhra Pradesh has been lacking in this respect for the last several years, as compared to the neighbouring states. I am glad, though they late, a new railway line is now proposed to be undertaken. I would request the Hon. Minster to give top priority to the proposals already made and see that the new railway lines are laid positively in the next Five Year Plan.

[*Translation*]

*SHSI R. JEEVARATHINAM (Arakkonam): Hon. Mr. Chairman, Sir, I welcome the Railway Budget for 1985-86 and wish to make a few points. Our Railway Minister, Shri Bansi Lalji is known for his efficiency and I am sure that the Railway Administration will yield better results under his guidance.

I am happy that in this Budget there is provision for linking Karur with Palayam by BG track. I take this opportunity to demand that Karur and Dindigul should be linked by BG track as has been originally envisaged, I am sure that Hon. Railway Minister will ensure this.

I represent Arakkonam Parliamentary constituency in which thousands of Railway workers are living. There is a huge railway workshop built by the Britishers 85 years ago. It has 16 sections with more 2000 workers. There is a welding unit to weld 100 metres and 200 metres of railway track. There is a trolley manufacturing unit. A saw mill is there to manufacture the requirements of Railways. There is also a moulding unit. Railway furniture can also be manufactured here. All the 16 sections are in a position to manufacture various railway requirements. Unfortunately, this workshop is in a dilapidated condition. It is leaking everywhere and during rainy season the workshop is flooded. During summer, the sun spares no one in the workshop. Yet the workers are dedicated to their jobs and they are doing their best. It is also regrettable that the local Railway authorities have not been utilising the facilities available in this workshop. They have been getting all these things from contractors outside. Naturally the workshop has become useless. Firstly, I want the Railway Minister to stop the purchase of railway requirements through contractors. Secondly, he should direct

the authorities to fully exploit the productive potential available in the workshop. Thirdly, he should order the renovation of this workshop immediately, so that it becomes a fit place to work. He should direct the Railway Board Chairman and Members to inspect this workshop and ensure effective utilisation of productive energy available here.

The other day, our Hon. Minister of State for Railways, Shri Madhavrao Scindia said that crores of rupees are to be invested for acquiring vacant land for railway projects. Here, within the factory we have 500 acres of vacant land. This land should be utilised for having a unit to produce BG and MG wagons. The Railways should fully utilise the infrastructure facilities available within this factory. It will enthuse the workers further. I appeal to the Hon. Minister of Railways that he should look into this personally and do the needful.

Sir, the Hon. Minister of Railways in his Budget speech referred to the electric traction between New Delhi and Madras. There is electric traction between Madras and Katpadi and also between Madras and Arakkonam. The electric trains are running on these routes. But unfortunately, the distance of 60 kilometres between Arakkonam and Katpadi has been electrified. There is imperative necessity for running electric trains on this route because there is the gigantic project of SLPCOT and BHEL between Walajah and Katpadi in which about 20,000 people are employed. Besides these 20,000 commuters, thousands of merchants, Government servants, students, casual labour etc. travel every day from Arakkonam to Vellore. In Vellore we have the biggest G.M.C./hospital in Asia, attracting thousands of patients. From Vellore also thousands of people go to Arakkonam. Presently they are greatly handicapped for want of quick trains. You can run electric

*The speech was originally delivered in Tamil.

trains and if that is not possible, you can run diesel trains. From Arakkonam there should be three trains in the morning and three in the evening—7 AM, 8 AM and 9 AM and 4 AM, 5 PM and 6 PM. Similarly, there should be three trains from Katpadi to Arakkonam both in the evening—6.30 PM, 7.30 PM and 8.30 PM and 4 PM, 5 PM and 6 P.M. This will be of great help for the movement of thousands of people I have referred to above. I request the Hon. Minister of Railways to bestow his personal attention on this.

Mr. Chairman, Sir, I demand that a survey should be made for BG line connecting Pondicherry and Bangalore via Tiruvannamalai, Changam, Tiruppattur, Krishnagiri and Palakot. Before the Second World War there was track between Tiruppattur and Krishnagiri. Later on, it was not used at all. I demand that the Railway Minister should order the survey at least for this route immediately so that three States—Pondicherry, Tamilnadu and Karnataka—are linked by rail line.

Before I conclude, I would like to take up the time of the House for making one more suggestion. Before I do so I pay my obeisance to the Lord of Seven Hills, i.e. Tiruppathi. In modern times electrification is the only solution for the fast depleting natural resource, i.e. coal. Though electrification is costly, yet there is no alternative to it. There is electric traction between Delhi and Madras. Upto Katpadi in both directions we have electric traction. If the track between Katpadi and Bangalore is electrified, then there will be electric traction between Delhi—Madras—Bangalore. Similarly, the train from Trivandrum to Delhi passes through Arakkonam. The train from Kanyakumari to Kashmir passes through Arakkonam. The trains from Mangalore to New Delhi and Bombay Pass through Arakkonam. Presently, there is MG track from

Katpadi to Tiruppathi. If the Hon. Railway Minister orders the conversion of this MG track into BG track and links up Qudur via Dakala Tiruppathi, and Renugunta there will be a saving of 100 and above kilometres for the above trains. Those pilgrims from both the directions wanting to go to Tiruppathi can directly reach Tiruppathi. There will be saving in journey time also. I request the Hon. Railway Minister to have a look at this proposition and do the needful. Arakkonam is the most important Railway junction in Southern Railway and the station built by Britishers urgently requires renovation. The over-bridges have become dangerous. I suggest that under-bridges should be constructed.

The Hon. Railway Minister referred to the deficit of Rs. 403 crores. For an experienced Administrator like the Railway Minister, and when the outlay for the Railways during the Sixth Plan had been of the order of Rs. 6572 crores, this deficit is really negligible. By taking steps to plug the loopholes leading to substantial revenue leakage in different railway operations, he will be able to make up this deficit. With these few words, I support the Railway Budget for 1985-96 and I have every hope that the Railways will greatly benefit from the pragmatic experience of our Hon. Minister of Railways.

PROF. CHANDRA BHANU DEVI (Balija) : Mr. Chairman, Sir, in his Railway Budget, the Hon. Minister of Railways has highlighted the achievements on the one hand and on the other he has given details of the reforms being introduced in the Railway Administration and the measures being taken to make the Department more efficient. A record loading was done by the Railways during the month of January. This year and efforts are on to make further achievements in this sector. Computerisation introduced to check malpractices in railway reservation is commendable.

[Prof. Chandra Bhanu Devi]

I welcome the 10 Point Programme introduced by the Railway Minister with a view to further strengthening the security arrangements for the railway passengers. The achievements of the Railways during the Sixth Plan are also landable.

The concession given by the Railway Ministry to the youth is also praiseworthy. I would like to draw the attention of the Hon'ble Railway Minister to two or three aspects.

Firstly, the work on conversion of metre gauge into broad gauge currently going on in North Bihar needs to be accelerated to facilitate all-round development of that area.

Secondly, there is need to check the increasing incidents of theft and decoity in trains firmly and to improve the catering facilities.

I would also like to submit to the Hon. Minister of Railways that the measures taken to make the railway administration efficient and clean are commendable because this Department was in disarray sometime back.

In the end, I would like to say a few words about my constituency. Tinsukhia Mail should stop at Mokama. Smt. Krishna Sahi has already dwelt at length on this issue. I also request the Hon. Minister to provide a half of Tinsukhia Mail at Mokama. I am absolutely sure that the Ministry of Railways will pay attention to all these aspects and the Railway Minister will give a new direction to the railways.

With these words, I thank you for giving me an opportunity to speak.

[English]

SHRI G. M. BANATWALLA (Ponnani): Mr. Chairman, Sir, I rise to sympathise with our Hon. Minister for Railways. Look at his miserable plight. Such are the constraints of

resources and such is the tight attitude taken by the Planning Commission that he had to resort to a very steep hike in fares and freights. However, I must submit that I have my apprehensions that these steep hikes in fares and freights would not bring about the desired result. I am afraid, these steep hikes in fares and freights will be counter-productive. What has been our past experience? In the year 1982-83 we had a 15 per cent rise in fares and freights—a very steep dose of hike in fares and freights. But they failed to have the desired result. Rather they proved to be counter-productive. What is the position today? Today, we already have a very big shortfall in freight and passenger traffic. Our actual earnings are far short of expectations and estimates. I may be permitted to draw the attention of the House to this grim reality of the situation that our current year closes on 31st of March, 1985. But what is the position? If you consider the total earnings from 1st of April, 1984 upto 10th of February, 1985, with hardly a few days left for the year to close, our earnings have fallen short of the anticipated figure by Rs. 150 crores.

I submit that when such is the situation, when we are having a shortfall to the extent of Rs. 105 crores in our earnings, the need of the hour was to attract more traffic, to attract more passenger and goods traffic. But, on the contrary, we have this steep hike in the passenger fares and freight rates.

Take the question of passenger traffic. During the year 1982-83 our target was to have an earning of Rs. 1,194.19 crores, but the actual earnings were about Rs. 10 crores less. The trend continued in 1983-84, when the target was Rs. 1,400 crores and the shortage was to the extent of Rs. 39 crores. In the year 1984-85 the target was to have an earning of Rs. 1,295 crores but till 10th February 1985, we have been able to earn only Rs. 1,239 crores, a shortfall already of Rs. 56.27 crores. This is the position with respect to passenger revenue earnings. In

traffic also, during the current year, upto 10th February there is a shortfall of Rs. 50.19 crores. So, the need today is that more long distance passenger traffic has to be attracted. Therefore, the hike in the passenger fares is rather counter-productive in nature. Today the need of the hour is that freight traffic targets have to be achieved, with the co-operation of other Ministries.

I am constrained to point out the declining trend in the performance of our railways. This has been brought out by the report of the Comptroller and Auditor-General himself. During the past 8 or 9 years there is almost zero rate of growth. Among the public sector undertakings, perhaps the railways is the only major sector of the economy, which has shown this zero rate of growth. Look at the position, not in terms of crores of rupees but in concrete and real terms. The Auditor-General himself has pointed out in his report that the quantity of revenue earning freight has crawled from 212 million tonnes in 1976-77 to 229 million tonnes in 1983-84. Similar is the position with respect to passenger traffic. What has been our achievement? We find that the passenger traffic has remained almost static, moving from 3,505 million in 1977-78 to only 3,650 million in 1983-84. What is the growth rate? It is almost zero.

Since 1980, the rolling stock in the shape of locomotives, coaches and wagons has gone down.

16.00 hrs.

Mr. Chairman, Sir, may we describe, therefore, the Railways as the sick child of the public sector? Look at the growth rate of revenue earning freight traffic. In 1981-82, it was 12.9 per cent. In 1982-83, it went down to 3.4 per cent and 1983-84, it went further down to 0.3 per cent. This is the declining trend, of which we must take a serious note.

Our new Minister, therefore, has got a herculean task before him. We wish him well in the interest of the nation, because it has already been pointed out—and everyone knows—that our Railways are the life-line of our economy.

It must be regretted that the Planning Commission accords a very low priority to the Railways in the matter of allocation of funds. Many speakers have already pointed this out. You can see the attitude of the Planning Commission towards the Railways. The share of the outlay on Railways in the total public sector was 21.6 per cent in the First Plan. In the Second Plan this share increased to 27.3 per cent. But thereafter we have a continuous decline so much so that today at the end of the Sixth Plan we have hardly 5.3 per cent. Indeed, Prof. Madhu Dandavate was very *Modhu*, when he raised this point in a passion of *Dand*, and said that we must go to the Planning Commission, strengthen the hands of our Railway Minister and prevail upon the Planning Commission to see that justice is done to the Railways in the interest of the nation.

PROF. MADHU DANDAVATE : I hope Shri Bansi Lal is going to lead a Dharna along with all of us.

SHRI G.M. BANATWALLA : I hope, you will respond very positively to the suggestion, Mr. Minister.

The funds allotted for the first year of the Seventh Plan are hardly Rs. 1,650 crores. This is the same amount that was given to us during the current year ending 31st of March. And if it is the same amount, it means that there is a decline in real term considering the inflation factor.

I will now hurriedly refer to the arrears in track renewals. The question of track renewals most engage his serious attention. The

[Shri G. M. Banatwalla]

arrears were 13,000 kilometres at the beginning of the Sixth Plan. And by the end of the Sixth Plan, the arrears have grown up to nearly 20,000 kilometres. This shows that arrears in track renewals are assuming alarming proportions.

I will now refer to the sleep hike in fares and freights with the hope that the Railway Minister will have a second look on the plea that they will not have the desired result; on the contrary they will be counter-productive. I must specifically refer to the hike in the season tickets of the suburban services in Bombay. The matter has already been argued out. It is the middle class man who generally travels in the suburban trains. It is the industrial worker among the poor people, and he has to take recourse to the suburban services because of the housing shortage in Bombay. He lives far away from his place of work. Supply him with a decent accommodation nearest to his place of work. We neither do that, nor do we ask the industrialists to do that and at the same time we punish him for staying so far away and even taking the trouble of coming over to his place of work.

There has been an agitation for Andheri—Virar shuttle at Bhayandar station. I am sure that this demand will be conceded to.

The present time-table of the suburban railway services in Bombay is based on the age-old idea of traffic pattern. The traffic pattern now has radically changed. I, therefore, submit that a new survey should be taken of the suburban traffic patterns in Bombay to make the present time-table scientific and traffic-oriented.

Before I conclude, I must protest against the injustice that is being done to the State of Kerala. Even in the matter of electrification of the tracks where the Government of Kerala has offered subsidy to undertake this

work, we do not find any proposal whatsoever in the Budget and the various programmes that are put forward.

Sir, we have been asking again and again for the Kuttipuram—Guruvayoor link. It was conceded and survey was completed, and now everything is once again forgotten. I must emphasise upon the Government the need to take up this particular Kuttipuram—Guruvayoor link. The Shoranur—Mangalore section need attention. There is a great expansion of traffic and that needs additional train facilities. But what is the attitude of the Government? I have here before me *Works, Machinery and Rolling Stock Programme of Railways for 1985-86*. We find that under "*Shoranur-Mangalore section—Extension of loops at Kadalundi, Kallayi and Manjeshwar—Southern Railway*" it is admitted, and I quote:

"The present utilisation of the line capacity is almost cent per cent and it is anticipated that growth of traffic will warrant a minimum of 16 paths by 1985-86 and 22 paths by 1989-90."

Such is the urgency and the imminence of this particular question that by 1985-86 there will be need for a minimum of 16 paths. But despite this urgency which we, in the past, have been again and again bringing to the knowledge of the Railway Minister and have been raising in the House and writing to the Railway Minister for all that. What do we find? We find that the work is estimated to cost Rs. 50.75 lakhs and an outlay of only Rs. one lakh has been proposed in 1985-86. I must protest against such an attitude, a callous attitude that has been taken up towards such important problems. This attitude continues again in the matter of Shoranur—Calicut section for Bridge No. 970, Item 101 at page 65. We are told that the estimated cost is Rs. 9.75 lakhs and allocation is Rs. one lakh. It means you do not want to get the work done and it is only an eye-wash. A similar attitude,

of an eye-wash as far as Kerala is concerned continues in another matter, the Shoranur—Mangalore section—replacement of the existing over-aged girders and so on where the estimated cost is Rs. 13.77 lakhs and allocation is Rs. one lakhs only.

Sir, Kerala is the most deficient State as far as the Railway are concerned. Compare the position with the All India average and the thing will be extremely clear. One or two small things are taken up here and there. Hardly two items are taken up and that also with a callous attitude, with an attitude of eye-wash towards the requirements of the State of Kerala. Therefore, I must emphasise and urge upon the Hon. Railway Minister to pay full and proper attention to the needs of Kerala which is highly deficient in the matter of train facilities.

Had I got more time, I would have dealt a little more on this topic. Though I sympathise with the Railway Minister, as I said earlier, in his miserable plight. I am, however, not satisfied with the proposals because, as they are shaped, they will not be leading to the desired effect.

[*Translation*]

*SHRI A.J.V.B. MAHESHWAR RAO (Amalapuram): Mr. Chairman, Sir, the Hon. Railway Minister has presented a very harsh budget for this year. The increase in passenger fares has taken the Railway beyond the reach of common man. It may quite well prove to be the last straw on the camel's back. The 12.5% hike in passenger fares and another 10% hike in goods freight have crushed the common man. What is more, even the poor farmers who toil day and night round the year and produce grains facing all odds to feed the nation are also not spared. Now the farmers cannot think of transporting their goods by Railways. Now they cannot go in search of a better market

for their produce due to the increased tariff. It will also result in pushing up prices of the essential commodities.

As far as the Railway lines in Andhra Pradesh are concerned. I am sorry to point that there is hardly any improvement since the dawn of independence. Barring one or two trains and stations here and there, the position today is the same as it was 37 years ago. My district, East Godawari stands as a classic example to prove how the Central Government has neglected our State. The railway track running through the district was laid pretty long ago. Since then there was no development. No new lines. From time to time the local people, the legislators and other representatives of the people have been representing to the Government to do at least some justice to the aspirations of the people. But there is no improvement in the position. Unfortunately the Government at the Centre paid scant respect to the wishes of the people.

I take this opportunity to plead once again to take up Kotepalli-Kakinada line. It is just 20 miles long. About 15 lakhs of people are residing in that area. There will hardly be any expenditure involved if this line is revived as the necessary infrastructure is already there. This line was in operation before Second World War. But during the war period it was discontinued. To this day it was not brought back to life. I request that this line immediately be made operative.

Sir, at present there is branch railway line between Kakinada and Samarlakota. I request the Hon. Minister to connect this line with the main line running between Kakinada and Vizag. If this branch line is connected with the main line, a link will be established with Kakinada and Visakhapatnam, both of which are port

[Shri Maheshwar Rao]

cities and are connected with import and export trade.

The condition of the passenger trains is really horrible. The facilities available on the trains are nil. The compartments are dirty. They have no lights and dirty smell pervades everywhere. One shudders to enter toilets. Thefts and dacoities take place quite frequently. Above all there is no safety at all. People are afraid to travel by trains particularly in passenger trains. I request the Hon. Minister for Railways to strengthen the Railway Police so that people can at least expect to travel safely if anything else.

Many of the trains now-a-days do not reach their destination in time. In many cases the late running is by more than 12 hours. The main reason for the late running of the trains is due mainly to the fact that they are being hauled by steam engines. These steam engines must be replaced by diesel engines so that the trains can run fast and reach the destination in time.

Sir, Konaseema, the coastal region of our State was neglected by the railways for a pretty long time. The people there do not know what a train is. Hence I request once again for taking up of Samarlakota—Kakinada line immediately.

Sir, I conclude by thanking you for giving me an opportunity to make my maiden speech.

[English]

SHRI SRIBALLAV PANIGRAHI (Deogarh): Mr. Chairman, Sir, I rise to support the Railway Budget presented by the Hon. Railway Minister. It is a realistic Budget, it is a forward-looking Budget.

The Hon. Minister of Railways has no doubt levied a higher dose of tax on the railway users. But he has explained at length in the Budget Speech the circumstances compelling

him to go in for this unpleasant task. It is no pleasure for any Minister to increase fare or freight and also levy taxes. But when he does so, we have to appreciate the unfavourable circumstances pushing him or pressurising him to do so.

I will observe one thing that the increase in fare and freight respectively of the order of 12½ per cent and 10 per cent at a stroke seems to be very high at a stroke. At one stroke, such an increase seems to be very high and it will naturally hit the railway users very much. Therefore, I would appeal to the Hon. Railway Minister, whatever the compulsions under which he has gone for this much increase, to reconsider whether it could be lowered down. It should be lowered down as much as possible.

I know, Mr. Bansi Lal, our Minister of Railways is a man of action. He is a Minister known for his drive and imagination. In many respects, in many areas, the Indian Railways which we are proud of as a system seems to have derailed and I am quite sure, our capable Minister of Railways, Mr. Bansi Lal, with the able assistance of a young and dynamic Minister of State can put the railway system back on the rail.

The Indian Railways is something as a system of which we are proud of. This is the life-line of India. In this country of diversities, the Indian Railways is a unifying force, a uniting force. It has a great role to play in the field of national integration. The Indian Railways under single management is the largest railways in Asia, the second largest in the whole world and the biggest public undertaking with 1.6 million employees in its fold in our country. It is no joke to run such a big institution properly or faultlessly.

I would like to draw the attention of the Hon. Minister of Railways to the report of the Railway Convention

Committee which has said that during the last 12 years the working expenses of the Railways have increased four times. Still, they have observed :

“The Committee wish to make it clear in this connection that in view of heavy investments made on several technological innovations and modernisation of traction introduced in the Railways, it should be possible to improve the financial performance by augmenting earnings, not by indiscriminate increase in fares and freight rates but by intensive use of capacity, carrying more traffic and allowing no leakage of revenue.”

16.20 hrs.

[SHRI SOMNATH RATH *in the Chair*].

This leakage of revenue is very important. The Minister of Railways is a competent man, a man of action, with drive and imagination. I would urge upon him to look to the healthy administration of the railways to put the derailed railway back on the rails properly. If properly planned and monitored, I am sure the movement of freight will go up earning more revenue so that passenger amenities can be better looked after.

The objective of the railways is to build the infrastructure for the healthy economic development of the country as a whole besides meeting the growing needs of the passenger traffic. With this end in view our Railway Ministry should proceed further. But I am constrained to observe that the developmental activities of the railways, as at present, are rather not proportionate. Regional imbalances have tended to grow. The Ministry should try to eradicate regional imbalances and try to develop the entire country. No zone should be ignored.

In 1978, in an area of 1,000 Sq Km the national average in

respect of the length of railway was 18.46 KM and in case of Orissa, it was as low as 13 KM. This was the position in 1984 also.

In 1984, the national average has gone up from 18.46 KM to 18.69 KM but in case of Orissa, there was no developments. It remains still at 13 km.

Orissa is a State, full of natural resources and full of mineral resources. In respect of some mineral deposits, it is second to none in the country. The huge coal deposit of Ili valley is one of the highest in the whole of the world. In the midst of such plentiful natural resources, Orissa remains backward and poor and it is mainly due to lack of infrastructural development. Railway lines have not come up as they should been in Orissa so far. After long neglect and indifference, last year, thanks to our late Prime Minister Shrimati Indira Gandhi, Sambalpur-Talcher railway line was sanctioned in addition to two other lines sanctioned in the last decade. Shri Rajiv Gandhi, the then Secretary of Congress and the present Prime Minister of India laid the foundation for Sambalpur-Talcher railway line and he has also opened a new Sambalpur Division on 14th Sept., last.

But when we look at the Budget, simply we become disappointed. Shri B.D. Pande, the Cabinet Secretary who headed the Committee formed by the Planning Commission gave the foremost priority to Sambalpur—Talcher railway line amongst all the on-going projects. He mentioned that economically, this is the most viable project today with 13% economic return. No other on-going projects can come on par with this.

But if you look at the Budget allocation, it was 1.5 crores during 1985-86. In 1984-85, it was Rs. 1 crore and the estimate is of the order of Rs. 70 crores. How long would it take for such a viable project which is of national importance and which will

[Shri Sriballav Panigrahi]

be connecting Northern India and Central India with Eastern Coast to be completed? It will be connecting Delhi, northern India and Central India with eastern coast. With the completion of this rail line the distance will be reduced by 470 km. There are collieries and aluminium project. Unless more money is given and this rail line is completed with 6-7 years the progress on these projects will get halted and it will have serious repercussions.

Sir, it is a matter of disgrace and with a heavy heart I bring it to the notice of the House that there is no reference to Sambalpur Division which was opened by our Prime Minister Shri Rajiv Gandhi, anywhere in the budget papers. I request the Hon. Minister to do justice to this. We felt there should be new thrust in the railway economy. Railways should be put in the core sector so that more funds could be allotted to the Railways by the Planning Commission. But deplorable development should not be there. There should be balanced development with more emphasis on the rural side. I suggest setting up of cells in the Railway Ministry and different zones so that development work is taken in the rural areas. India is a country of villages. More than 80 per cent people live in villages in India. As far as Orissa is concerned more than 90 per cent people live in villages of which more than 40 per cent are Harijans and tribals. Because of lack of facilities Orissa has remained poor and backward. It is a challenge not only to the State leadership but also to the Central leadership how to reduce regional imbalances and have proper development of the entire country.

MR. CHAIRMAN : Please conclude.

SHRI SRIBALLAV PANIGRAHI : Sir, although I have got still many points including a demand to make the Kalinga Express, a daily train with a Pantry car and Allahabad boggie

attached to it, yet as you want me to conclude I will conclude by requesting the Railway Minister, who did a lot of work for Haryana when he was the Chief Minister there, to tighten up the Railway administration and plug the loopholes. We will plead for enhancement of allocations to the Railways by the Planning Commission but at the same time there should be balanced development of the country as a whole. It should be rural-oriented and not urban-oriented. With Bansi Lalji as Railway Minister and Shri Rajiv Gadhhi as the Prime Minister we expect better justice and speedier development of railways in the rural areas particularly in Orissa. With these words I conclude supporting the Railway budget.

[Translation]

SHRI JAGGANATH CHOWDHARY (Ballia) : Mr. Chairman, Sir, I am obliged to you that you have given me an opportunity to express my views and give suggestions on an important subject like Railways. Please accept my congratulations. I rise to support the Railway Budget for 1985-86 presented by the Minister of Railways and as it is a balanced one, I congratulate him. I would like to express my views on it.

I come from Ballia which is at the extreme end of eastern border of Uttar Pradesh. Ballia has a place in the freedom struggle. During the freedom struggle in 1942, the Congress party leader, Shri Chittu Pandey took over the administration of Ballia in the very first week and retained it for one week. Though Ballia is a small district yet it is known far and wide throughout the country. It is unfortunate that even after 36 years of independence no broad gauge-line has been provided in Ballia.

Ballia is a backward district of East Uttar Pradesh. On being asked about the reasons of its backwardness, it is stated that the main reason is that there is no broad-gauge line and,

therefore, in Ballia, Azamgarh and Gazipur private or Government factories have not been established till date. That is why the labourers of Ballia, Azamgarh and Gazipur have to go to Bombay, Calcutta, Punjab and other big cities in search of jobs and thus the situation in these districts has worsened. I would request the Hon. Minister to seriously think about Azamgarh, Gazipur and Ballia districts of East U.P.

There is a long standing demand that a broad-gauge line should be laid from Shahganj to Ballia via Mhow. A broad gauge line may be provided from Lucknow, capital of the State, to Ballia and Chapra and from Banaras to Gazipur, Azamgarh and Ballia. But, unfortunately, even after 36 years the Minister of Railways has neither seriously considered it nor completed this job.

Sir, I would like to tell you that from the Ballia district, from there I have been elected, a senior leader of Janata Party, Shri Chandra Shekhar was twice elected to Rajya Sabha and twice to Lok Sabha also and I believe that the too must have tried his best in this regard. This work was not done and that is why an ordinary man like me defeated a big leader like Chandra Shekhar in the elections. In spite of all his efforts broad-gauge line could not be laid from Banaras to Ballia and Shahganj to Azamgarh, Mhow and Ballia. The Government has not paid any attention to the development of eastern Uttar Pradesh. I would appeal to the Minister of Railways, who is an able administrator and who has been the Chief Minister of Haryana and is capable, efficient and experienced, that he should seriously consider this issue. In spite of the efforts of Shri Chandra Shekhar when broad-gauge line could not be laid, and as a result the factories could not be established there, the people of Ballia, who are politically conscious, rejected Shri Chandra Shekhar and reposed trust and confidence in me by giving their valuable vote to me. They felt that

Jagganath Chowdhary may be helpful in establishing big factories and the poor people will then not be forced to leave for Calcutta, Bombay and Punjab. Therefore, I would request the Hon. Minister to seriously consider my appeal and complete this work lest we should also meet the same fate which met Shri Chandra Shekhar. Therefore, the Hon. Minister should ensure the completion of this work so that we do not meet the same fate.

I would request the Hon. Minister that the broad-gauge line between Benaras and Bhatni is being laid at a slow pace and should therefore, be accelerated. The distance between Indara railway junction to Ballia is 40-45 kilometres. Provision should be made in this vary budget for a broad-gauge line between these points. If the Hon. Minister would, for God's sake, include it in this budget it would be so kind of him. Ballia would thus get a broad-gauge line and the poor people would be benefited thereby. If you pay attention to this it would be kind of you and if, for the time being, Ballia is linked with Indara by a broad gauge-line the poor people will benefit and they would not have to go out in search of jobs, because when you provide railway line, factories both private and Government will come up and this would be in the interest of labourers.

You have proposed increase in fares in the budget and voice has been raised for and against it from both the sides. I believe that your sympathies are with farmers and labourers and if I ask you not to increase the fares by twelve and a half percent, you will reply back that if that was not done how could broad gauge line be provided to you. Therefore, I am not against this increase in fare, rather I support it. I would like to make a submission that it will not matter much if the first class fares are further increased but the increase in the second class fares will be a burden on labourers and lower income group people. If you

[Shri Jagannath Chowdhary]

could reduced this burden it would be kind of you. I will also like to give some more suggestions about improvement in the Railways. I feel it is very essential. The drivers and conductors of the Uttar Pradesh are responsible for the continued loss to the Roadways. Similar is the conditions of the Railways. There is lack of sanitation, people do not feel secure, catering arrangements are poor and if a gentleman goes to the station for reservation he is not able to get it but if anybody goes from the backdoor and slips in 10-20 Rupees, his work is done. A person like you cannot remain unaware of such things. You must be aware of these things but I would also like to apprise you of these facts. It would be appropriate if you keep a close watch on this and wherever you find any shortcoming you must try to remove it. You have earned a name as a Chief Minister and Union Minister. Similarly, in the Ministry of Railways also you must bring about improvement so that you are remembered as a good Railway Minister.

SHRI RAM BHAGAT PASWAN (Rosera): Mr. Chairman, Sir, I am obliged to you that you have given me an opportunity to speak on this important matter. I would like to thank the Minister of Railways for presenting a socialistic and welfare-oriented budget and for attempting to make the Railways more useful for the society. Mr. Chairman, Sir, the development of Railways is basic to around development. Railways play an important role, be it industrial development, commercial or any other development. It is also an important mode of transport. Therefore, I would request the Government to provide more funds for the Railways so that the programmes for backward areas in the plan are completed. It has been the policy of Government to reduce the regional imbalance and develop the areas that are backward; but the development of the Railways has been lopsided, in some areas there are highly developed while some areas are completely

neglected. At places, it takes just 14 hours to cover a distance of 1100 kilometres while in other areas a distance of 100 kilometres is covered in 20-25 hours. In some areas there is a super fast train after every 3-4 hours whereas in some areas only two trains run in 23 hours. This is the disparity in the Railways. The officers of the Railways Board and engineers and general managers of the Railways have not made efforts to remove this regional imbalance. This is the reason why a vast area remains untouched from the point of view of the development of Railways. With the assuming of the office by the Railway Minister, the expectations of the people have risen. The reason is that the present Railway Minister has been a very successful Minister. He helped greatly in the development of Haryana. After independence the areas where the development of the Railways had not taken place and where this work has now been taken up under the plan, the work should be started without delay. North Bihar is the most backward region of India. There 80 percent of the people are living below poverty line. The Railways have not undertaken any programme to remove the backwardness. Late Lalit Narayana Mishra and Kedar Pandey and also Pandit Kamalapati Tripathy had shown sympathy in this matter; Survey was also undertaken and much money was spent. The railway track should be laid in the areas where there is no train for journey to the east. On the western side, there is no train upto 150 kms for journey to the north and upto 200 kms for going to the south. It was proposed to undertake survey of Sakri-Hasarpur railway line. The engineers had started work but unfortunately the Janata Party Government discontinued it. Similarly, Darbhanga—Samastipur broad-gauge line was inaugurated by Kedar Pandeyji on 19th April, 1981. A sum of Rs. 18-19 lakhs has been spent on it. The Janata Party Government discontinued it also. In this way the appeal of the people

of North Bihar was ignored. The length of this broad gauge line is 30 km. With its completion the problem of transshipment will be solved; otherwise fifty thousand rupees are being paid daily as demurrage in Garhari and Samastipur. In reply to a question in the Rajya Sabha, it was stated that the Government is incurring loss of Rs. 33 lakhs per month due to its non-completion. With the completion of this line a revenue of Rs. 33 lakhs would accrue to Railways. 2nd January was the birthday of Late Lalit Narayan Mishra. Before his demise, he had announced that the work would be undertaken from the 2nd of the next month. Lalit Narayanji died in Samastipur. With the construction of a road-bridge on the Ganga, all the trains running in North Bihar have lost their utility for which your officers are responsible. The private bus covers this distance in three hours and the train takes 16 to 18 hours. Who will waste so much time. There used to be an Express train but that has been discontinued. Patna is the capital of Bihar and many trains running on that section like Danapur—Samastipur Express, Jayanti Janata Express have been discontinued or withdrawn. In this connection all the Members of Parliament from Bihar had written to you and you had sent the General Manager there for making an investigation. But he came back here without meeting anybody there and submitted his report that it is not necessary to run these trains there. You circulated the same reply to all the Members of Parliament. This has caused resentment among the people of whole of Bihar. You please make arrangement to run all the trains which have been cancelled or withdrawn. After all, how could those trains prove useful when they covered or even small distances in 16-18 hours. You charge express train fares while they are slower than even the passenger trains. They stop at every station, their drivers get down and sell coal at every halt and then move out of the station. How can these trains prove useful. Any person

on bicycle can reach Darbhanga from Samastipur earlier than on a train. Unless you make improvement how can the trains show better performance. You make them superfast trains so that they cover the distance in 4 or 5 hours. The bus takes 4-5 hours to cover the distance from Hajipur to Darbhanga, but the train takes 16 to 18 hours. There is no observance of punctuality in whole of that division. To bring about efficiency in the Railways, it is necessary that officials sitting there discharge their duties properly. When the train covers the distance in 18 hours in place of 4-5 hours then why should anybody use that train. Through you I will urge upon the Hon. Minister to discourage the officers from giving such misleading replies. They should present the correct picture before you and give correct reply so that the difficulties of the people are removed.

Mr. Chairman, now I will deal with the accidents and their causes. There are three main causes—natural, human and administrative. In North Bihar the tracks and rakes are very old. The engines are obsolete and are running on coal. On account of these causes the number of accidents there is quite large. Besides, incidents of theft and dacoity are a common occurrence there. The officials of R. P. S. F. are responsible for it. If you find out the reasons you will come to know that the persons entrusted with the responsibility of protection and safety in the Railways are themselves indulging in these activities. These people travel in first class compartment and sleep there. How can you expect them to ensure protection. You should seek the cooperation of the State Government. Besides, strict orders should be issued to persons responsible for maintenance of security, so that the safety of the passengers is ensured.

Now I will come to reservation for scheduled castes and scheduled tribes. (*Interruption*) Our Government

[Shri Ram Bhagat Paswan]

has formulated a reservation policy but in spite of this policy, candidates are rejected on the plea that they are not suitable. If they are found suitable then the plea is given that they are not capable. In this way Graduate and Post graduate Harijan candidates do not get any job in the Railways but candidates coming from back door are given appointment. I want you to appoint a Reservation Committee. This Committee should oversee work in connection with reservation to find out whether the rules formed by the Government regarding reservation are being followed in the Railways or not. With these words, I welcome the Railway budget. I will resume my seat with a request to you that the Government should withdraw the increase in freight on salt. I thank for giving me time to speak.

[English]

SHRIMATI JAYANTI PATNAIK (Cuttack) : Sir, I congratulate the Hon. Railway Minister for presenting a dynamic, bold and realistic budget with accent on modernisation of the railways and overall improvement in its working. The Railway Minister has carefully looked into the railway finance, mobilization of resources, investment pattern, development prospects, bringing up assets and increasing efficiency by massive efforts, proper maintenance and modernisation of such a large public sector undertaking. It has put a great responsibility on the Railway Minister to plan up the budget. Though the steep rise in the passengers fares and freight would create resentment among commuters and the general public, apart from its justification on account of inflation, Railway Minister has obviously been prompted for going in for upward revision of railway fares as in every fairness every sector of traffic must pay for itself and railways are losing heavily on passenger traffic. The Railway Minister is very considerate to have spared the passenger fares for 2nd Class Mail and Express and

Second Class ordinary for a distance upto 50 km from the present hike. This will, of course, provide relief to the common man, but everybody has got an apprehension that this may lead to the price rise.

It is gratifying to note that despite various handicaps, the railways have achieved a record loading figure of 20.26 million tonnes in January this year. Another notable achievement is the introduction of passenger-carrying trains. I would, however, take this opportunity to invite the attention of the Hon. Railway Minister to a long standing demand of Orissa for introduction of a direct train from Sambalpur to Bhubaneswar in order to provide direct railway communication between coastal Orissa and western Orissa.

It is re-assuring to note that the frequent occurrence of railway accidents is engaging the serious attention of the Hon. Railway Minister. The ten point action plan on safety launched by the Railway Minister to strengthen the safety measures is a welcome step. The railways also thought of replacement of over-aged assets like track, rolling stock etc. It is an area which did not have adequate funds in the past. Allocation of larger outlay for renewal and replacement of over-aged assets like tracks, rolling stocks is evidently a welcome feature. The Railway Minister has tried to strengthen the railways by adopting some effective measures. I must say that my State had been neglected in the past and has also been neglected in this budget. An Hon. Member of my State has already said that in the railway network Orissa is lagging behind against 1000 sq. metres, it has got only 13 metres having mineral resources, natural resources, forest resources and all that. But, still, in this connection, I want to bring to his notice that Talcher—Sambalpur line does not appear to have been provided with adequate funds. During the current year, this

project with an original estimated cost of Rs. 57 crores, which is likely to go up to Rs. 70 crores due to normal escalation, has been provided with only Rs. 1 crore. The Pandey Committee has also given a suggestion for the early execution and early completion of the project because it will give a return of 13 per cent, which is the highest in the country. Completion of this missing link will establish not only a link between the coastal Orissa and Western Orissa but promote emotional integration and also reduce the distance of 470 km; it would also accelerate the economic development of an under-developed area having a very large deposit of coal and other things.

This railway line, when completed would also enlarge the hinterland of Paradip Port right up to the industrial belt of Rourkela on the one hand and also up to Bhilai and Raipur on the other. It will also shorten the railway route for the Alumina-Aluminium Plant being set up by NALCO. Therefore it calls for a much larger outlay because it should be completed as a time-bound programme. I would ask the Hon. Railway Minister to kindly appreciate the urgency and importance of early completion of the project and to take steps to augment the allocation for it. Besides this, we had already met the Railway Minister and mentioned to him about the Jaspura—Banaspani line and Raigarh—Koraput line. The Jaspura Banaspani line affects the lives of the tribals. The export of iron ore is being hampered for want of this line and the MMTC is not taking the iron ore. That is why though this project was earlier sanctioned in 1975, the work started only in 1980 and only the first phase of the line from Jaspura to Banaspani has been completed. The second phase has not been taken up at all.

While I express my sincere thanks to the Railway Minister for providing adequate funds for completion of the surveys of different railway lines includ-

ing the one between Khurda and Balangir, I would also urge for a more liberal approach in considering proposals for survey of new lines in States like Orissa which are extremely backward, in development of railway network. Out of the railway network of 1900 kilometres in Orissa, about 1300 kilometres was constructed in the pro-independent period and that too by the Britishers. They would not have constructed that line also if they were not to connect Calcutta and Madras. That is why some interior lines were left out and therefore, Orissa is lagging behind in the railway network.

I would mention the case of two railway lines, Jeypore—Malkangiri and Baragarh—Raipur. Koraput happens to be the largest district in the country with lot of mineral resources of bauxite, limestone and deep forest resources. Therefore, NALCO is setting up an Alumina—Aluminium complex at Damanjodi near Koraput to utilise the bauxite deposits in this area. The Malkangiri Jeypore line is also necessary for that area. A cement plant is also going to be set up by the Industrial Development Corporation of Orissa.

A second line between Baragarh and Raipur has become an urgent necessity in view of the likely increase in traffic on account of expansion of the Bhilai Steel Plant setting up of the cement plant and other new industries in Orissa and Madhya Pradesh. I would, therefore, request the Hon. Railway Minister to accommodate these two lines in the next year's Programme.

I hope that the observation of the Hon. Railway Minister that the progress for formation of new divisions would be slow does not apply to the decision taken already for the setting up of a new division at Sambalpur. On account of substantial increase in traffic on the Kharagpur—Raipur section, the pressure on Chakradhapur—Bilaspur section has increased, necessitating the formation a new division at Sambalpur,

[Shrimati Jayanti Patnaik]

The State Government have already arranged the land and the foundation stone for this new railway division was laid in September last by the present Prime Minister. I would request the Hon. Railway Minister to see that the project is not starved of adequate funds, during 1985-86. Steps should be taken for starting the work and the railway network should be increased.

Besides this, for the Mancheswar Coach Factory I want the Railway Minister to pay some attention and allot more funds for it.

Also, I want to mention about the Railway Service Commission. We are very thankful to the former Railway Minister for sanctioning a Railway Service Commission. But the Commission has not been allowed to recruit technical personnel and I would request the Hon. Railway Minister to allow the recruitment of technical personnel.

With these words I conclude and I support the Railway Budget.

17.00 hrs.

SHRI P. KOLANDAIVELU (Gobichettipalayam) : Mr. Chairman, Sir, it is really poignant for me to speak on this Railway Budget. It is because the Railway Minister has submitted his Budget for the first time with a deficit of Rs. 266 crores and with an unprecedented increase in fares and freights, thus netting a sum of Rs. 495 crores. Adding insult to the injury, a general surcharge of 12.5 per cent has been levied on all class of passengers. It is bad in principle. The surcharge on passenger tickets is very high. Increase in the fares on passengers travelling on season tickets is a cruel blow to the wage-earners. Actually, it will affect the poor, down-trodden, milk-vendors and those people who are below the poverty line. The Minister should have taken into consideration all these things before levying such a steep hike in passenger fares. Of course, I do not find any justification for the increase

in sleeper charges. Does it mean that the Railway Minister feels that nobody should sleep in the railway coaches? Because of the poor condition of the coaches and bad maintenance, nobody can sleep in the sleeper coaches. That is why, he has increased the charges in the sleeper coaches. We generally come by the Grand Trunk and Tamil Nadu Express. We see the poor condition of the bogies which are attached. So, I request the Minister to provide good bogies, and do other things for bringing about improvement in the functioning of the railways. If he cannot do so, then hand it over to the State Governments concerned. In Tamil Nadu, everybody appreciates the functioning of the road transport. It is being organised in the best possible way. So, I suggest to him to hand over the railways to the State Governments concerned so that we can bring about necessary improvements in the railways. Then good bogies will be provided to the passengers. I will also submit to the Prime Minister that the powers which are concentrated in Delhi, be de-centralised and given to the State Governments so that they can run the railways and other departments like P & T. I put it to the Railway Minister to consider a thousand times on all these aspects and then come to a conclusion.

By increasing the levy on grains and pulses, the prices of these commodities have shot up in Delhi market. Ultimately, the common man, the poor man, will be affected. I think, the Railway Minister thinks that by announcing or presenting the Budget before this august House his work is over. Let him not think so. He must take into consideration the hardship of the common man.

I also request the Hon. Railway Minister to take steps to provide over-bridges on all the lines. When I was the Minister for Highways and Local Administration in Tamil Nadu, I met Mr. Ghani Khan Chaudhary, his predecessor, for constructing a number of bridges in Tamil Nadu. He pro-

mised me to do the needful. In all 326 over-bridges have to be constructed. For constructing an over-bridge the rule is that 50 per cent of the cost will be borne by the Railways and 50 per cent by the local body i.e. municipality.

When we say that we are ready with our 50 per cent, the railways would say that "because of constraint of funds, because of paucity of funds, we are unable to give it". This is the answer that is usually being given. I would request the new Railway Minister not to come out with the same answer. Let him sanction at least 10 or 15 over-bridges every year, so that we can construct more over-bridges, thus facilitating road transport.

Some of the schemes in the railways have not been implemented for the last 15 or 20 years. My constituency is Gobichettipalayam in Pariyar district of Tamil Nadu and it is a place where people have never seen the railways because there are no railway lines in that area. It can be served by railways if the Satyamangalam—Chamarajanagar railway line, which has been sanctioned but which has not been implemented for all these years, is taken up. No money has been allotted for this scheme this year. Let me hope that at least next year he will allot some money for this scheme.

For the Karur—Palayam line you have provided a meagre amount of Rs. 3 crores, as against the total estimate of Rs. 61 crores. Last year, Shri Ghani Khan was kind enough to sanction Rs. 5 crores. If that line is completed, it will lead to economic development and industrialisation of that area. So, I would request the Minister to sanction at least Rs. 15 crores for this year, instead of the very meagre amount of Rs. 3 crores already sanctioned.

Because of the non-implementation of some schemes, the suburban areas are suffering a lot. So, I would request the Railway Minister to allot more sums to Tamil Nadu so that more lines can be taken up, economic development can be accelerated so that the railways can also flourish.

PROF. SAIFUDDIN SOZ (Bara-mulla): Mr Chairman, in the past senior leaders of the Congress used to say that Jammu and Kashmir is the crown of India. But the way things are going, I feel that Jammu and Kashmir has been neglected, rather relegated to the background. Even in this Sadan, the National Conference members are speaking last, at a time when the Minister is yawning and wanting to have some rest. I hope Chaudhari Saheb will lend his ears to me, because I have to speak one or two things about Jammu and Kashmir State. But, before I speak about Jammu and Kashmir State, I must say something in the direction of national perspective. I will refer only to a few things, because I must complete before you ring the bell, Mr. Chairman.

I am not going to repeat what my colleagues on this side or that side have said, that there is a deficit in the railway budget and it is covered, as it is always covered, by enhancement of fares and freights. It can assure Chaudhari Saheb that I am voicing the feelings of the common masses in India when I say that the increase which he has suggested in passenger fare and freight is exorbitant, you should not stand on prestige, you must slash it down, as much as is possible for you to do so.

I will not go deeply into how he has proposed an increase in fares and freights. I will very briefly go into the ailments which the department is suffering from. Let me again make it clear that I am not stating what I have learnt from the library. It is no bookish information. The Railway

[Prof. Saifuddin Soz]

Minister must believe me when I say that I am voicing the feelings of the common man.

The Railway Ministry have not cared to implement the recommendations of the Railway Reforms Committee in regard to efficiency, economy, modernisation, rationalisation, cleanliness and a host of other things. So, I would suggest to him that he may invite the opposition leaders, representing the various parties, to his chamber one day—of course, he can invite as many members from his party as he likes—so that we can have an opportunity to sit with him and discuss the problem. This will help us to go through those recommendations and make some suggestion on our own also.

But now, I will enumerate a few ailments from which the Railway Department suffers.

One is rampant corruption in the Railway Department corruption in the purchases. We cannot see all this corruption because we do not have access to the Department; nor should we poke our nose there. But the anonymous letters that the Members of Parliament receive from time to time suggest that there is rampant corruption in the Railways. Some ailment of corruption we also can see with our own eyes when we go to the platform. You just do not pose that you are a Member of Parliament and you will see how reservations are done there. Since the time at my disposal is very short, I will not go into the details of the ailments but drop only hints.

Second ailment to which I want to draw the attention of the Hon. Minister is the uncongenial atmosphere that prevails in the entire department of the Railways. Whether it is office, platform, compartment, lavatories, everywhere there is dirt. There is broken furniture and broken electric

gadgets which add to the uncongenial atmosphere.

The third thing is that a host of people travel without tickets. As the Finance Minister does it in the General Budget, the Railway Minister has done in his sphere of activity. Finance Minister punished those who pay taxes, but do not punish those who evade taxes. By enhancing the passenger fares and freight rates you punish those who are your real commuters, but you do not care to punish those who do not purchase tickets. Therefore, it is but natural that there is a short fall of Rs. 68/- crores in the passenger traffic. I quite often see with my own eyes how before the train reaches the Delhi or New Delhi station hundred of people without ticket alight from the trains. I must inform the Hon. Minister, if he has not got this information, that his Ticket Inspectors and Ticket Checkers are in league with these regular ticketless commuters. But in the Budget he has not suggested any method how he wants to deal with such ticketless travel. You can reduce the deficit if you consider this question at your leisure time and find out its remedy.

Fourth ailment is that the punctuality in trains has been given a go-by. When the Hon. Minister presented his Budget, or even earlier when he took-over the reins of the Department, he promised the punctual running of trains. I wish him and his youthful colleague, Madhavrao Scindia, well, but I may tell them that this will remain a tall claim. So, if you cannot do anything else, at least make the running of the trains punctual and reduce the incidence of accidents. I am sure punctual running of trains can be regulated one hundred per cent. There used to be a time when people regarded rail travel quite safe, but now it has become a spectacle of death. To make it safe, Prof. Madhu Dandavate has suggested installation of automatic warning system on the tracks.

That system should be adopted on all tracks.

The sixth ailment in the railways is the regional imbalance. Choudhary Saheb is, of course, not responsible for this phenomenon, but I want to bring this fact to his notice and I will urge upon him kindly to respond very favourably to the needs of the Jammu and Kashmir State. This State is not on the railway map of India.

It is not for nothing that I say that the State has been relegated to the background. Even in 1947 we had railway track up to Jammu. What have you done all these years? And five years before, you sanctioned the railway track between Jammu and Udhampur and as your colleagues in the Ministry will corroborate, you sanctioned an amount of Rs. 70 crores for that railway track, and my information is that all these five years you have not been able to spend more than Rs. 3.50 crores against Rs. 70 crores till 31st of December 1984, and as the Minister was adamant to add insult to the injury, Mr. Chairman, while he has sanctioned new tracks here and there—I cannot say about Haryana, but he has sanctioned new tracks—but so far as hilly States like Jammu and Kashmir and Himachal State are concerned, he has slashed down the money. (*Interruptions*). In Himachal Pradesh and Jammu and Kashmir State, may be inadvertently, but funds have been slashed down on the Jammu—Udhampur track he has slashed down the money.

The Hon. Minister will kindly consider this suggestion that between Udhampur and Srinagar, even the survey has not been done. You cannot tell us that it is a mountaineous terrain and it is not possible to have a railway line there. This is the age of science and technology and it is no longer difficult to do so, and we can have as many tunnels as we like. So, there should be a survey for railway track between Udhampur and Srinagar.

And so far as Quazigund—Baranulla track is concerned, 7 years before you had done the survey, and last year Mr. Ghani Khan Chaudhury told me that the Government of India could not afford Rs. 70 crores for laying that track between Quazigund and Baranulla. So, bringing Jammu and Kashmir State on the railway map of India is very much necessary because that will bring about greater integration and it will be a sin not to bring a railway line to Srinagar because we do not have a dependable road and the common man cannot make a journey by air although it is a one-hour journey by air from Delhi to Srinagar. So, I make a strong plea for bringing Kashmir on the railway map of India.

Connected with this, there is a small problem which the Hon. Minister can solve just tomorrow at his own desk without consulting any of his colleagues in his Ministry. In Azadpur fruit market about 20,000 people coming from Jammu and Kashmir reside. They are fruit-growers, they are labourers, they are merchants, commission agents etc. etc. When the trains come to Delhi, about 2000 people want to alight at Azadpur market, but trains do not stop there. So, they have to go to the New Delhi Station with all the luggage. All the 20,000 people residing at Azadpur market go to the New Delhi station first, and from there they have to go to Azadpur market wasting time and money. So, I make a very strong plea; it is a very small thing. All trains leaving Delhi and going to Jammu must stop at Azadpur fruit market for five minutes and those coming from Jammu must also stop for five minutes at Azadpur fruit market in order to facilitate them. (*Interruptions*).

Now there are three very small problems concerning all Members of Parliament. But before I say this—I make a strong plea that if the Hon. Minister wants to prove before his countrymen that his intentions are

[Prof. Saifuddin Soz]

honest and he will prove his mettle, then he must rise to the occasion—when he replies to the debate, he must say here, of course, that he will try for economy, efficiency and modernisation.

He will try to eliminate accidents. But he must eliminate delay in the running of trains forthwith and he must give this assurance on the floor of the House.

Now, I want to conclude. There are three minor problems. Members of Parliament could travel in the Second Class A.C. with their spouse or with their companion. There was a circular issued by the Railways saying that they had to pay the difference between the first class fare and second class A.C. fare. Now, they have withdrawn that order only in respect of Members of Parliament. So far as their spouse or companion is concerned, they will have to pay the difference.

(Interruptions)

17.22 hrs.

[SHRIMATI BASAVAJESWARI
in the Chair].

PROF. SAIFUDDIN SOZ : Now, the Members of Parliament will have to pay the difference even for their spouse or the companion.

My plea is that you must restore the earlier position where by the spouse or the companion accompanying the Member of Parliament should be allowed to travel in the Second Class A.C., as earlier, without paying any difference.

Secondly, there is a facility for reservation of seats for guests. We are required to send a letter to the Railway Board. But Members of Parliament do not have staff. So, often Members of Parliament have to go to the P.A. to Minister with a written request that

accommodation may be reserved for their guest. Therefore, my request to the Hon. Minister is that the reservation for the guest should also be made through a telephone call from the Member to the officer who is responsible for reservation.

So far as refund, is concerned, I was put to a great harassment. I purchased first class tickets for my wife and daughter for Aligarh. But when they went to the compartment, I found that their first class was empty. So, I purchased second class tickets for them so that they could travel in the company of others. I had filled in the refund form and came to the rerervation office for refund within an hour. Now, out of Rs. 80 purchased for the ticket, they wanted to deduct Rs. 64. It happened within one hour. I refused to take back the balance.

MR. CHAIRMAN : You can write a letter to the Minister. Your time is up.

PROF. SAIFUDDIN SOZ : I have already written a letter to the Hon. Minister. I have every right to raise any problem. When we have purchased tickets and asked for refund of money within one hour, it is very unfair to deduct a large amount. So, I request the Hon. Minister to kindly look into all these small problems and solve them without any further delay.

17.23 hrs.

SHRI S. SINGARAVADIVEL (Thanjavur) : Madam Chairperson, I thank you for having given me an opportunity to participate in the discussion on the Railway Budget. I support the Budget.

The Indian Railways, one of the oldest and the largest industries in the country has no doubt made a tremendous progress. Its achievements are notable. Still there are some deficiencies which should be made good. Train accidents and late running of trains are yet to be averted. Railway accident causes heavy losses to life and

property. Late running of trains causes great inconvenience to the travelling public in many ways. Therefore, stern action should be taken to avoid such accidents and late running of trains. I hope that all concerned will keep a vigil to achieve this object.

Sir, no one can dispute that the administration should augment its resources. However, the interest of the poor should be fully taken care of. The hike in the train fare by $12\frac{1}{2}\%$ for passengers travelling in II Class to any distance above 50 kms. in any train will affect and hit the poor heavily. The exemption now given up to 50 kms. is not sufficient. I therefore request the Hon. Minister to reconsider and exempt the journey in II class by passengers, at least, in passenger trains, irrespective of the distance from the proposed surcharge.

It is my duty to point out on this occasion the feelings of the people in Tamil Nadu that they are neglected by the Railways. I am sorry to note that no steps are taken to wipe out such feelings. Even the project of Karur—Dindigal broad-gauge line is not given adequate funds. I request the Hon. Minister to pay more attention to Tamil Nadu.

Now, I request the Hon. Minister of Railways to consider the following demands:

The train services now available on the main line between Madras Egmore and Thanjavur via Mayiladuthurai are insufficient. The existing trains are always over-crowded and people have to resort to road traffic. I therefore, request the Railway Minister to introduce one more train on this route and also to increase the number of coaches in the existing trains. The train Nos. 115 and 116 Madras—Madurai parcel passenger which is now not run on the line should be restored.

The Thanjavur—Madras rail line crosses two important main roads Than-

javar—Pattukottai and Thanjavur—Nagore in Thanjavur town. The roads are always busy with heavy traffic. These two points are now provided with only level crossings. This affects the easy flow of traffic. I, therefore, request that steps should be taken to provide railway over-bridges at these points instead of the level crossings now in existence.

I understand that the expansion work initiated at Budalur railway station on the Thanjavur—Tiruchy line is practically given up. Most of the trains on this sector run late because of lack of facilities for receiving trains at this station. I request that this work should be resumed.

The existing foot over-bridge at the Thanjavur railway junction should be extended to facilitate the movement of passengers to the opposite side of the junction.

The trains on the branch lines should be provided with diesel engines to avoid late running.

The train service on the line between Nidamangalam and Mannargudi has been given up. This causes great hardship. This train service is not yet restored in spite of public demand. It is a pity that the people in that area are deprived of this facility enjoyed by them when people who have hitherto not enjoyed such facility are given such facilities. The Hon. Minister should take steps to restore the train service.

I also request the Hon. Minister to provide a level crossing in Kappaludaiyan village on Nidamangalam—Nagapattinam line to enable the people who have to take a circuitous route of 8 km. now to reach the other side of the line in the absence of level crossing at that point.

With these words, I conclude.

(Translation)

SHRI T. BALA GOUD (Nizamabad) : Mr. Chairman, Sir, I support the budget presented by the Railway Minister. In this connection I want to give some suggestions. The Hon. Minister has noted some points which are in our interest and will benefit the people at large. While increasing fares, welfare of the public should also be kept in mind. There are some old stations where rush is continuously on the increase and no expansion is taking place. There is need to give attention to sanitation in the Railways. I want to give you an example. There is a very big market area named Kama-Reddy in district Nizamabad. A station was built there long back, but its expansion has not taken place till date. The employes are facing great difficulty in regard to housing. I urge upon the Hon. Minister to undertake the work of expansion of those stations where no expansion has taken place. We have also been appealing for several years for conversion of the old metre gauge line from Hyderabad to Manmad into broad gauge line but the same has not been included in the plan so far. The Government has not been able to order even a survey of that line, with the result that people are facing difficulties. I request that it should also be included in the plan so as to provide facilities to the people.

There are certain unmanned level crossings in our area where accidents occur frequently. At some places, the gates have been provided but no person has been posted there and at certain other places even the gates have not been provided. At such places, the number of accidents is comparatively more and several persons are killed every year. In spite of drawing Government's attention thereto, nothing has been done in this regard. Representation have also been submitted by the people but no arrangements have been made for manning those crossings. Upalwai is one such gate in District

Nizamabad which remains closed for hours together even after the passing of the train, because no one comes to open the gate. This results in traffic jam. The attention of the authorities has been drawn many a time by the people of the area and applications have been sent but till date no one has been posted there. I would request the Hon. Minister to issue immediate orders for posting a gateman there. You may make an announcement to this effect in your reply to the debate on the Railway Budget. This will make the life of the people of the area safe and accidents will be prevented. Whenever we reported the matter at the Railway station, the authorities have replied that no staff is available to man the crossing. In the absence of manned crossing the formers of the area also suffer. If the Railway authorities post a person there, the situation can improve.

I want to make one more submission. The issue of the construction of two over-bridges in my constituency, Nizamabad, has been hanging fire for the last many years. One of these two bridges is to be constructed in New Market of Nizamabad. The people of the area have submitted many representations and the State Government is prepared to meet 50 per cent of the expenditure. Your Chief Engineer has already surveyed the area but no provision has been made in the Budget for this bridge. I would request the Hon. Minister to ensure that work on this bridge at Nizamabad is taken up at the earliest. Similarly, another over bridge is to be constructed in Kama Reddy and survey for this bridge has been completed but no provision has been made for this bridge also in this year's Budget. There is one bus depot also in that area and it is very near the Railway Station. The people of this area have also appealed to you many a time by sending representations for early construction of the bridge. Last time when the Hon. Railway Minister visited Hyderabad, he had agreed that the bridge would definitely be constructed but till date no provision has been made

in the Budget. I would like to request the Hon. Minister that keeping in view all these things and the needs of the people, necessary provision in this year's Budget should be made. With these words I thank you.

SHRI MANVENDRA SINGH (Mathura): Mr. Chairman, Sir first of all I would like to thank you for giving me an opportunity to speak on the Railway Budget. I am also thankful to the people of my area who have elected me as their representative.

I welcome the Budget presented by the Minister of Railways. In the conditions prevailing in the country, the Budget presented by him is a good Budget. He has introduced new schemes in it. The upper age limit of children exempted from Railway ticket has been raised from 3 years to 5 years. I also welcome the facilities given to the youth of 13 years to 33 years for railway journeys in this year of the Youth.

The provision made for electrification of railway lines and laying of new railway lines is commendable and I welcome it. In my constituency, sanction was given last year for Mathura—Govardhan—Alwar Railway line and I hope that the Minister of Railways will be kind enough to take action in this regard. I also want to thank the Minister of Railways and the Railway Minister on my and on behalf of the people of my region for recently sanctioning a railway line from Etawah to Guna. This line has been connected with Madhya Pradesh also. Therefore, I thank on behalf of the people of Madhya Pradesh also.

I would request the Hon. Minister that at the time of acquisition of land for laying the railway line, the farmers whose land will be acquired should be paid at the market rate so that they get a fair amount. Besides, preference should be shown to the local labourers

in the matter of employment so that they get maximum employment.

I represent here my constituency, Mathura. It is a place of pilgrimage where lakhs of devotees come from all over India. I would request the Hon. Minister that all the superfast or fast trains which pass through Mathura must stop there so that the pilgrims coming to or going from Mathura may avail of this facility.

The Hon. Minister has increased the Second Class fares in the Budget. I would submit that as most of the passengers travelling by Second Class are poor and belong to the working and middle classes, he should reconsider his proposal about the hike so as to reduce it to some extent. Besides, exemption given from travel upto 50 kms should be extended to at least 150 kms.

I would also like to state that all the desired facilities are not available in the trains. First of all, if we look at the First Class or Second Class compartments we find that switches and sanitary fittings are missing and seats are torn. This is quite a common sight. I would urge upon the Hon. Minister to look into this aspect and get the needful done.

In addition, proper security arrangements should be made for goods trains. The complaints of pilferage of goods from goods trains are common. Similarly, arrangements for the security of the railway property against pilferage should also be made. The Hon. Minister should take strict action against it. It is said that the railway officers are also involved in these activities. I would request that the offenders should be severely punished and I will go to the extent of saying that they should be detained under NSA.

In the matter of reservation also, lot of irregularities are being practised. If you go for reservation even 15 days before the date of journey, you will

[Shri Manvendra Singh]

be put on waiting list but at the time of the journey you can get the reservation by paying some extra amount. Severest punishment should be given to the officers guilty of such offences and they should be detained under NSA so that the punishment may prove deterrent to others.

So far as catering service is concerned, it is also quite unsatisfactory. Passengers have to face lot of inconvenience. Cold meal is supplied to passengers. The reason given is that as there is no provision of dining car, the meals have to be brought from somewhere else. But this does not mean that passengers should not be provided with proper facility. This time when I was coming to attend the Parliament Session, there were hair and threads in the cutlet served to me in the train and coriander and chillies had been cut in a way as if it was fodder for cows and buffaloes. I called the manager and complained to him about it. When he came to know that I was a Member of Parliament he served me fresh meals in a nice 'thali'. I, of course, boycotted it but I would like to urge upon the Hon. Minister that the present contractor system of catering should be done away with and the Railways should take catering service in its own hands so that the passengers get good meals for the money they pay. Besides, a committee should also be constituted to oversee the catering arrangements.

I would also like to say something about the disorder on the platforms. It is seen that at Mathura Junction there is no arrangement to guide the foreign tourists. There are insanitary conditions in the waiting rooms and toilets. In summer, even drinking water is not available. Trains being quite long, the passengers cannot reach the one or two taps provided on the platforms and when with much difficulty they reach there they find that those taps have no water. The Ministry of Railways should, therefore, look into all these problems.

With these words I welcome the Budget presented by the Minister of Railways and thank you for giving me time to speak.

[English]

SHRI GEORGE JOSEPH MUNDACKAL (Muvattupuzha) : Madam Chairman, after Independence, Kerala has been completely neglected in the matter of railway development. We are talking about national integration, the unity of the country etc. Kerala has got only 810 kilometres of railway lines. Nearly 27 million people are there in Kerala. According to the population basis we have to get a share of 2,400 kilometres of railway lines but we have got only one-third of it. Our Hon. Railway Minister Shri Bansilal is able, efficient and capable and I am sure he will render justice to this neglected State. Construction of new railway lines is completely neglected in our State. A very small amount alone is allotted for the construction of Ernakulam—Alleppey and Alleppey—Kayamkulam railway line.

About two years back, nearly 30 MPs gave a Memorandum to the then Hon. Prime Minister and the then Hon. Railway Minister. A survey on Cochin—Madurai railway line was conducted. About two months back, 20 MPs gave a Memorandum to the Hon. Prime Minister and the Hon. Railway Minister in which they have requested for the construction of Cochin—Bodinayakanur—Madurai railway line. But, unfortunately, not even a single pie has been provided for this work in the present Railway Budget. Sir, Idukki District in Kerala is earning foreign exchange more than any other District in the country. We are producing tea, coffee, cardamom, pepper, etc. and all these products are exported to other parts of the world and we are earning more than 200 crores of rupees as foreign exchange. We are also saving foreign exchange to the extent of Rs. 100 crore by way producing

rubber, cocoa, coconut and other products. But unfortunately that area is completely neglected. Nearly three million people are living there without an inch of railway line in that area. A majority of the hill tribes and the Harijans of Kerala are living there. But no proper facility is provided for them to bring their products to the market as also to the coastal port cities through railway network. I would request the Hon. Railway Minister to do justice to those neglected people.

Sir, in regard to doubling of railway lines, in Kerala the work is moving at a snail's pace. The density of population in Kerala is the highest. But the doubling of railway line in Kerala is going on very very slow. Sir, Kerala Government has offered 50% subsidy for electricity electrifying the railway lines. But no amount is provided for in this Budget for electrifying the railway route in the State. Similarly, the condition of the compartments is very poor and in the rainy season people in Kerala are travelling in the compartments with umbrella spread. Madam, as you know, Kerala gets a lot of rain during the rainy season and the people are afraid to travel in the train without umbrella. That is the condition of compartments in Kerala State.

Madam, the long distance express train, that is, the Kerala Express which is running between Trivandrum and Delhi is supposed to be a super-fast train. But it is always running late. Out of 38 trips, only in two trips the train could reach its destination either Trivandrum or Delhi in time. In the middle of the journey, if any passenger train or goods train crosses, the Express train is stopped and the goods train and the passenger train are given preference and they pass over the Super-fast Express Train. In this connection, I would also request the Hon. Minister to run this Express Train four times a week, instead of two times as at present. During festival times and during summer vacation, people find it extremely difficult to get

accommodation in this train and increasing the frequency of this Express would definitely ease the position.

Madam, this year the fund allocated for the development of railways is very negligible. Last year it was a little better. In regard to the transportation of wheat and rice from the northern States to Kerala, the position will be still worse. The increase in freight rate would affect very much foodgrains movement and their cost. Since Kerala is getting foodgrains from northern states, it is going to be affected very much.

Madam, my friends here expressed that in the North most of the people are travelling without ticket. But in the South, we pay the railway freight and fare for travelling. The Hon. Railway Minister has given concession for those travelling upto 50 Kms. But he has not extended the same concession to those travelling for long distance, say 3000 Kms. or more. Why don't you give the concession to these people also? I would therefore request the Hon. Railway Minister to consider giving concession to those people also who travel upto 3000 Kms. I would request him to do justice to extend the same concession to the people of Kerala and also reduce the freight rate and provide more railway lines so that developmental activities in Kerala can be carried out with full swing.

Here I may point out that some States have got more than two railway factory units, whereas in Kerala, not even a single railway factory has been set up. Kerala is supposed to be the most backward State in India so far as railways are concerned. But at the same time I would like to bring to the notice of the Hon. Minister that there is not even a single railway industry in Kerala. I would request the Hon. Minister kindly to consider setting up of a railway industry in Kerala and in this way he would be doing justice to the people of Kerala. Thank you.

[*Translation*]

SHRI TAPESHWAR SINGH (Bikramganj) : Mr. Chairman, Sir, I am grateful to you that you have given me an opportunity to speak on the railway budget. I rise to support the railway budget for 1985-86. It is a matter of great happiness that Chaudhary Sahib is our Railway Minister who is a very dynamic Minister and the masses of the country have high expectations from him. I agree with all the proposals made in budget, but at the same time, I would also like to give some suggestions in this regard.

The concession given upto 50 kilometres in the fare hike proposed by the Railway Minister, is very meagre. I want that the distance may be raised from 50 kilometers to 100 kilometers.

Many Hon. members have given a number of suggestions to bring improvement in the Railways and I hope that the Hon. Minister will consider these suggestions. But, I want to draw the attention of the Hon. Minister to a major problem of our area. Arrah—Sasaram Light Railway used to be run in our area since British rule. It was started in 1910 and continued operating till 1978. Martin Company used to run this Railway and the Government of Bihar as also the Central Government always faced the problem of its running in loss. The Government of Bihar and the Government of India assisted in running this Railway by giving grants in the form of subsidy. But, in 1977 when, unfortunately, the people of the country changed the Congress Government and the Janata Government came to power, it stopped giving subsidy with effect from 14th February, 1978 and announced that this Railway should be closed down. Not only this, its entire property was also allowed to be sold out. There is no railway facility there for the last 6-7 years. Its rails have also been dismantled. There is great resentment among the people of that entire area that when you are

providing railway lines in all backward areas, why this particular area is being deprived of this facility. The people of that area availed the facility of Martin Light Railway for 70-75 years and they had been availing of the facility of that train of about 5-6 generations, but, no railway facility exists there today. That Railway is totally closed since 1978 and its entire property has also been removed from there by Martin Light Railway.

I would like to bring to the notice of the Hon. Minister that there is a distance of 100 kilometres between Arrah and Sasaram where this railway used to operate. Arrah is a big station of Eastern Railway and so is Sasaram. This Railway used to connect this distance of 100 kilometers between these two stations and over 30 thousand people used to travel by this railway daily till 1978. But, they are deprived of that facility now. This Martin Light Railway used to run trains on four routes—Shahdara—Sabarenpur, Howrah—Ametee, Howrah—Sheokhala and Arrah—Sasaram. The first three lines have since been taken over by the government and broad gauge lines have been laid there. Our late Prime Minister, Smt. Indira Gandhi had inaugurated them in 1974, but our line could not be taken over at that time. The Government of Bihar had written to the Government of India and the latter also was anxious to take it over, but it was not to be. In 1980, I had presented a proposal in this House and 75 Members of Parliament had given a memorandum to the then Minister of Railways, Shri Kamalapati Tripathi and the Prime Minister, and an announcement was made in this very House by the Hon. Minister that a survey would be conducted in this regard. The survey has since been completed. But, on 5th March, I received a letter from the Hon. Minister stating that since as per the report of the Survey Committee, that scheme was not viable, nothing can be done for the present. The word 'viable' is a widely used word in the

Railways for long. Our demand is very specific. At these places, the railway line has been extended, but our demand does not relate to laying of a new railway line. Our demand, obviously, is of restoration of a line. The Hon. Minister has given only this assurance that there is financial constraint is over, the Ministry of Railways will give a serious consideration to the proposal. Not only I but the people of the entire country have great expectations from the Hon. Minister and they have confidence in him. You are a dynamic and result-oriented Minister. You must pay attention to our Bihar area also. Our's is a backward area and our demand clearly relates to restoration of railway line which was closed by the Janata Party. Prof. Madhu Dandavate is not present here at the moment. He was the Railway Minister then. My Submission is that the facility which the people had availed, should be restored.

Through you, Madam, I would like to request the Hon. Minister that in my constituency an overlidge in Sasaram is almost complete. A small portion of work still remains to be done on that railway crossing over-bridge, but the same is lying incomplete for the last 2—2½ years. Through this House, I want to draw your attention the fact that vehicles, trucks and buses have to wait for one to two hours at the railway crossing. 90 percent of work on that railway crossing over-bridge has already been completed. I request the Hon. Minister to pay attention to it.

My another request is that there is no overbridge at Arrah, which is a famous place in Bihar. A scheme for this purpose has been under your consideration for a long time, but the work has not started yet. I submit to the Hon. Minister of Railways, through your that construction of an overbridge on the railway crossing at Arrah is most essential.

Mr. Chairman, Sir, you have given the signal that my time is up, I would, therefore, request the Hon. Minister to pay attention to Arrah—Sasaram

railway line. Earlier, Martin Railway company used to run it. Over one crore people of that area are affected and there is no means of communication there. The condition roads there is deplorable. The people of that area have availed of the facility of railway line of about 70 years which covers 6-7 generation I, therefore reiterate the demand of its restoration and hope that the Hon. Minister of Railways will pay a serious consideration to our demands.

With these words, I conclude my speech.

[English]

MR. CHAIRMAN: There is a function now. So, we will conclude today... (Interruptions) If I allow one, others also would like to speak. So, what shall I do? You tell me.

SHRI VADDE SOBHANEDREESWARA RAO: Since his is a maiden speech, I request you to give him three minutes.

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI GHULAM NABI AZAD): The time is already over. We are very much interested in having the time of the House extended, But since there is a function in the Central Hall where a book will be released by the Speaker, we are in a hurry. But if you insist on extending the time of the House, we can extend it by five minutes.

MR. CHAIRMAN (SHRIMATI BASAVARAJESWARI): Does the House approve of the proposal to extend the time of the house by five minutes?

SEVERAL HON. MEMBERS: Yes.

MR. CHAIRMAN: So, the time of the House has been extended by five minutes.

SHRI AMAR ROYPRADHAN; There is a function in the the Central Hall. We have to go there at 6 P.M.

MR. CHAIRMAN: I have already announced that we have extended the time of the House by five minutes more.

Shri V. Tulsiram.

[Translation]

SHRI V. TULSIRAM (Nagarkurnool) : Mr Chairman, Sir, the people of India will be hit by the hike in fares proposed in the budget presented by the Minister of Railways. This is known to friends sitting on the other side as also to those sitting on this side. Some of my friends from the other side have honestly said something about it, but some of them have refrained from it. I do not want to take much time on this as the time at my disposal is limited. I would like to bring only a few things to the notice of the Hon. Minister.

All members have spoken about the theft of railway property. The belongings of the railway passengers are stolen and so is the railway property. It is necessary to check this evil. But, there are many problems in it. If the checking staff and officers become strict and check these thefts, the Department is unable to protect them. Anti-social elements carry goods in trains by force and do not pay for it. If any officer or employee takes stringent steps, he is threatened to be killed. Due to this the officers and staff cannot adopt strict attitude. The Department must protect them.

Much has been said about reservation, issuing of tickets. When we go to the counter for reservation, we are told that reservation quota is full. But we find berths available in the train. The Hon. Minister must be knowing that there are many such officers in Delhi who manage to get reservation tickets whenever they want, whereas others are not able to get tickets. This has been said by the members of ruling party also. When the passengers come out of the exit gate, those who travel without ticket are not questioned at all. They are not dealt with firmly. This is so, because there is no machinery to protect your staff. It is necessary to give them protection.

The honest officers of your department should be rewarded. Those who are corrupt should be punished.

Take the case of a person who takes loan from the bank and buys a taxi. By plying that taxi, he repays the bank loan and also feeds his

family. But, you have so many trains, so much money is invested in them, still they run in loss, why? These are small things which are causing loss to the Railways. There are many such small things, which I wanted to bring to your notice, but I am unable to do so for paucity of time.

My constituency is Nagarkurnool. A survey has also been conducted there for a railway line from Raichur to Bhachalla via Nagarkurnool. It is said that the survey has been completed. If it is incomplete and no work is being done, I would like to draw your attention to it so that you get it done soon, because that is a very backward area inhabiting poor people who earn their livelihood by doing labour. That area can be developed by providing train facility there.

Then, what are the reasons for the losses. As far as understand, the Hon. Minister is well aware of the reasons for the losses. You understand everything. Earlier, when you were Chief Minister, I had talks with you on many occasions. Whenever I asked you how did it happen, you had always only one answer that you asked the officers only one thing, "I do not want to listen how it will be done. I am interested only in the work done, whatever be your course of action". Refreshing your memory of those days, I want to say that I do not know why you have lost your enthusiasm now, is it due to the changed circumstances or changed atmosphere that you have lost your enthusiasm? If you are really interested in eliminating losses; you assign this work to our Telugu Desam leader Shri Rama Rao on contract basis or experimental basis for one year. On behalf of my party Telugu Desam, which ultimately will be Bharat Desam, I can say with challenge that there will not be any loss in the Railways. With these words, I thank you, Mr. Chairman.

18.07 hrs.

The Lok Sabha then adjourned till eleven of the clock on Wednesday, March 20, 1985/Phalguna 20, 1906 (Saka).