

LOK SABHA DEBATES (English Version)

Second Session
(Eighth Lok Sabha)



(Vol. II contains Nos. 1 to 10)

LOK SABHA SECRETARIAT
NEW DELHI

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CONTENTS

No. 2, Thursday, March 14, 1985/Phalgun 23, 1906 (Saka)

	COLUMNS
Member Sworn	... 1
Oral Answers to Questions :	... 1—31
*Starred Questions Nos. 21 to 23, 25, 26, 40 and 28 to 30	
Written Answers to Questions ;	... 32—272
Starred Questions Nos. 1 to 20 (13-3-85)	
24, 27 and 31 to 39 (14. 3. 85)	
Unstarred Questions Nos. 1 to 25, 27 to 52, 54 to 104 and	
106 to 110 (13-3-85)	
and	
111, 113 to 149, 151 to 210	
(14.3.85)	
RE Recent Espionage Activities	... 269
Papers laid on the Table	... 273—276
Assent to Bills	— 277
Railway Budget, 1985-86—Presented	... 278—299
Supplementary Demands for Grants (Railways), 1984-85—	... 300
<i>STATEMENT</i>	
<i>PRESENTED</i>	
Supplementary Demands for Grants (General), 1984-85	
<i>STATEMENTS</i>	
<i>PRESENTED</i>	... 300—394
Statement RE Fire Accident to 327 Up Nagpur Passenger on Rajnandgaon—Dongargarh Section of S.E. Railway on February 23, 1985 Shri Bansi Lal	... 301
Election to Committees	
(i) Indian Nursing Council ;	... 302
(ii) National Welfare Board for Seafarers.	... 302

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

Calling Attention to Matter of Urgent Public Importance Recent espionage activities by certain persons and revelation of leakage of Government and national secrets in some sensitive Ministries.

Shri Brajamohan Mohanty	...	304
Shri S.B. Chavan	...	304
Shri Vijay Kumar Yadav	...	313
Shrimati Geeta Mukherjee	...	316
Shri Harish Rawat	...	324

Matters under rule 377 ... 329—337

(i) Shortage of black and white roll photo films in Kerala

Shri V.S. Vijayaraghavan ... 329

(ii) Need for Central Government's taking comprehensive measures for checking soil erosion in Orissa and providing assistance to the State Government for implementing such schemes.

... 330

Shrimati Jayanti Patnaik

(iii) Need to exempt from levying of income tax the house rent allowance being paid to those government employees who are living in their own houses

Shri Mool Chand Daga ... 331

(iv) Need for proper arrangement for purchase of paddy in Mirzapur district in U.P. so that agriculturists may get a remunerative price for it.

Shri Ram Pyare Panika ... 332

(v) Need to check pollution of atmosphere from effluents of the P. V. K. Distillery in Nandganj, U.P.

Shri Zainul Basher ... 322

(vi) Need to amend the Forest Act for development of hill areas.

Shri Harish Rawat ... 333

(vii) Need to formulate a proper Sports Policy for encouraging all the popular games		
Shri Satyagopal Misra	...	333
(viii) Need for taking steps immediately to create a free trade zone at Visakhapatnam Port		
Shri S.M. Bhattam	...	334
(ix) Need to issue a commemorative stamp in memory of the late Sheikh Mohammad Abdullah		
Prof. Saifuddin Soz	...	335
(x) Acute shortage of coins of small denomination and need for arranging supply of such coins in the rural areas		
Dr. A Kalanidhi	...	336
(xi) Sharp fall in the price of mustard seeds and need for fixing the price of mustard seeds at Rs. 600 a quintal		
Shri Birbal	...	336
Discussion on the Report of National Transport Policy Committee	...	337
Prof. Madhu Dandavate	...	337
Shri G.L. Dogra		352
Shri Vadde Sobhanedreeswara Rao	...	357
Shri Amal Datta	...	360
Shri Chintamani Panigrahi	...	365
Shri Indrajit Gupta	...	368
Shri Lalit Maken	...	377
Shri K.P. Unnikrishnan	...	381
Shri Priya Ranjan Das Munshi	...	383
Shri Erasu Ayappu Reddy	...	393
Business Advisory Committee	...	395
Second Report		

LOK SABHA DEBATES

1

2

LOK SABHA

Thursday, March 14, 1985/
Phalguna 23, 1906 (Saka)

The Lok Sabha met at
Eleven of the Clock

[MR. SPEAKER in the Chair]

MEMBER SWORN

SHRI N. V. N. SOMU (Madras
North) :

ORAL ANSWERS TO QUESTIONS

[English]

MR. SPEAKER : Shri Mohan Lal
Patel. Question No. 21.

SHRI MOHAN LAL PATEL :
Question No 21.

THE MINISTER OF EDUCATION
(SHRI K. C. PANT) : Sir, I have altered slightly the answer to part (d) of the question since I have got more information. I shall read out the revised answer

Opening of More Central School

*21. SHRI MOHAN PATEL† :
SHRI ANANTA PRASAD
SETHI :

Will the Minister of EDUCATION
be pleased to state :

(a) the number of Central School functioning in each State as on 1 January, 1985 ;

(b) whether there is any proposal to increase the number of Central Schools in the country ;

(c) if so, the number of such schools likely to be opened during the year 1985 in different States ; and

(d) whether there is any proposal to provide free education to children from poor families in Central Schools ; if so, the details thereof ?

THE MINISTER OF EDUCATION
(SHRI K. C. PANT) : (a) A statement is laid on the table of the Sabha.

(b) Yes, Sir.

(c) The number of Kendriya Vidyalayas (Central School) to be opened in the country during the academic session 1985-86 has yet to be decided in consultation with the Defence, Home Affairs and other related Ministries.

(d) The Kendriya Vidyalayas are essentially meant for the children of transferable Central Government Employees. Education upto Class VIII is free in Kendriya Vidyalayas. In classes IX to XII the fee structure is related to the income of the parents, but there is provision for exemption from payment of tuition fees in these classes, to deserving poor students to the extent of 10% full freeship in a class.

Statement

State-Wise break-up of Kendriya Vidyalayas as on 1. 1. 1985

S. No.	State/U.T.	Number of K.Vs.
1.	Andhra Pradesh	25
2.	Assam	26
3.	Bihar	35
4.	Gujarat	25
5.	Haryana	13
6.	Himachal Pradesh	8
7.	Jammu & Kashmir	15
8.	Karnataka	19
9.	Kerala	14
10.	Madhya Pradesh	42
11.	Maharashtra	36
12.	Manipur	3
13.	Meghalaya	4
14.	Nagaland	3
15.	Orissa	16
16.	Punjab	21
17.	Rajasthan	27
18.	Sikkim	1
19.	Tamil Nadu	22
20.	Tripura	4
21.	Uttar Pradesh	66
22.	West Bengal	28
23.	A & N Islands	1
24.	Arunachal Pradesh	6
25.	Chandigarh	5
26.	Delhi	24
27.	Goa, Daman & Diu	3
28.	Mizoram	1
29.	Podicherry	1
OUT-SIDE INDIA		
30.	Bhutan	1
31.	Nepal (Kathmandu)	1
32.	Afghanistan (Kabul)	1
Total		499

SHRI MOHAN LAL PATEL : Recently, the hon. Prime Minister has stated that every district will be covered with at least one Central School. In view of this, I would like to know from the hon. Minister whether Government have prepared any specific programme to open at least one Central School in each district of the country. If yes, will he give details thereof... viz. by what time will all the district be covered by Central Schools.

SHRI K. C. PANT : The facts and figures I have given, relate to the present scheme of Kendriya Vidyalayas. The proposed scheme to which my hon. friend has referred, is for the establishment of Central Schools which would cater to the children of the respective States, not only to the children of the transferable government servants. That would be the basic change while the financial outlays, etc. are under discussion now and the full contours of the scheme will emerge. I would personally like to implement the scheme within the Seventh Five-Year Plan so that we could have one school in each district.

SHRI MOHAN LAL PATEL : The hon. Minister has stated in his statement that at present 499 Central Schools are working in the country. I would like to know the number of districts in the country which have no Central Schools. Will any priority be given to those districts which have no Central Schools in opening new schools?

SHRI K. C. PANT : I do not have the district-wise figures. The main thrust of the scheme is to provide for the children of transferable Central Government Servants and, therefore, it is not very relevant whether a district has it or does not have it. If it has a sufficient number of Central Government Employees including Defence Personnel or public undertakings or in some institution of higher learning if it does not have a Central School, then it becomes an eligible candidate for consideration for the

establishment of such a school. Whether a district has it or not is not in this case totally relevant.

SHRI BASUDEB ACHARIA : The teachers of Kendriya Vidyalayas all over the country have been agitating since long for their seven point demand such as their representation in the board of governors, better pay scales, internal promotion quota, a time-bound selection grade, promotion avenue, physical education, etc.; and also they have been demanding recognition to their teachers' association. What act on does he propose to take on the demands that have been put forward since long by the representative body of Kendriya Vidyalayas Teachers' Association?

SHRI K. C. PANT : Whatever demands are coming from any teachers' association must be under consideration of the Kendriya Vidyalayas Sangathan. If he wants my reaction, I would require a notice for that.

SHRI K. P. UNNIKRISHNAN : Would he consider students of parents working in societies like ICAR or CSIR which are practically regarded societies, but they are in far off places? They are doing significant work for us and attached offices of the Government of India which are now deprived of these facilities Central Schools.

SHRI K. C. PANT : Yes, ICAR and CSIR would even now be within the zone of consideration.

SHRI K. P. UNNIKRISHNAN : They say that they are not qualified. That is the interpretation given by Your Ministry and many other principals.

SHRI K. C. PANT : Strictly speaking, unless an institution has employees who are transferable or has branches in the whole country where they can go, the scheme is not strictly applicable. But when pressure comes from person like my friend, we always keep a little elbow room

SHRI D. L. BAITHA : In reply to (c), it has been stated that more number of schools are going to be set up and State-wise figures have also been given. May I know from the Minister what is the basis for opening of such a school?

SHRI K. C. PANT : The main criterion is, as I said, the concentration of Central Government Employees in positions which are transferable. This is the central criterion. Now, a proposal for a Central School has to be sponsored either by one of the civilian Ministries or by the Defence Ministry or institutions of higher learning or public undertakings and so on; and there are certain conditions that have to be fulfilled like provision of land free of cost, etc. so the main consideration is the concentration of transferable employees and the number of children who have to be admitted in different classes of the schools under the conditions which I can spell out if my friend is interested. There are certain conditions attached.

SHRI A. E. T. BARROW : Sir, may I know, in the proposed schools that are to be opened in each district, what will be the medium of instruction at the primary stage and what will be the medium of instruction at the secondary and the higher secondary stage if there is any change.

SHRI K. C. PANT : In the proposed schools classes will start from Class VI, not at the primary stage—we have primary schools—and the proposal is to have English and Hindi as the media of instruction.

Wagon Building Project

*22. SHRI K. RAMAMURTHY : Will the Minister of RAILWAYS be Pleased to state :

(a) whether Rs. 42 crore wagon building Project undertaken by the Railways is being aborted, as the end-product N Type wagon has not been found Suitable for Indian Railways ;

(b) Whether Railway Design and Standards Organisation was consulted before undertaking this project ;

(c) whether a large number of engineering units in private sector on whom orders have been placed for different parts of the wagon are facing closure with huge financial loss ; and

(d) if so, how Government propose to compensate them ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) No, Sir. Railways have not undertaken any project costing Rs. 42 crores for wagon building, nor have the BOX 'N' type wagons's been found unsuitable for Indian Railways.

(b) to (d). Does not arise.

SHRI K. RAMAMURTHY : Mr. Speaker, Sir, My intention of putting this question is to draw the attention of the hon. Railway Minister about the shortage of wagons in our country, particularly in the Indian Railways. As on date, that is in March 1984, the total wagons available for our freight Movement throughout the country are 3,92,000 and in the Sixth Five Year Plan we have estimated that we have to acquire one lakh wagons for freight movement in the Indian Railways. Then it was restricted to 80,000 wagons. And later, as it is, in the Sixth Five Year Plan they have come and said that only 60,000 wagons are going to be replaced and so they are not going to have any addition to the wagon movement in this country. So, I would like to know from the hon. Railway Minister whether to meet the shortage of wagons the acquisition of one lakh of wagons in the Sixth Five Year Plan—that target—has been fulfilled or not.

SHRI BANSI LAL : We can purchase wagons only according to the resources available. So far as the number of wagons with us is concerned, as on 31-3-1984 the number of wagons with us were, in terms of four-wheeler units broad gauge 4,27,197; metre

gauge 1,04,673 and narrow gauge 8,238 ;

SHRI K. RAMAMURTHY : I want to know whether it is sufficient. I would like to know about the target of the Indian Railways in the Sixth Five Year Plan has been achieved or not.

SHRI BANSI LAL : There was no final target for acquiring one lakh wagons in the Sixth Five Year Plan.

SHRI BASUDEB ACHARIA : In the Railways' Corporate Plan there was a target of one lakh wagons.

SHRI K. RAMAMURTHY : The allocation of rolling stock in the Indian Railways is declining every year, and freight earning has gone up, by about more than Rs. 3,000 crores. Not even 2 per cent of that earning was earmarked for this rolling stock and also due to shortage of wagons only—I feel in the year 1984-85—the freight movement which was estimated at 309 million tonnes had to be lowered down to 245 million tonnes. Does it not show that the shortage of wagons is only responsible for this? And, with this depletion of wagons how are the Railways going to cope with the target of 245 million tonnes of freight in 1984-85?

SHRI BANSI LAL : The shortfall was not because of the shortage of wagons but because of the fact that the core sector would not present the Railways with the expected quantity of goods for loading.

SHRI INDRAJIT GUPTA : Some of the principal wagon builders are situated in West Bengal in the public sector like Braithwaite, Burn & Co. Jessop & Co. and so on. Of course, he has raised the controversy as to whether there is actually shortage of wagons or not. But I would like to know from him whether it is a fact that these major wagon builders are receiving less orders from the Railway Board for wagons for the coming years than they were getting previously. That is

referred to in part (c) of the question that many of them are facing the problem of idle manpower and idle machines and some workers may face the problem of unemployment also. May I know whether he will see to it that sufficient orders for wagons are placed with these concerns so that there is no problem of unemployment or idle capacity?

SHRI BANSI LAL : We will place orders on them subject to the availability of funds.

DR. DATTA SAMANT : The Government undertaking, Richardson & Cruddas, in Bombay is manufacturing these units of railway wagons. But the Railways are not giving them orders and the workers are getting idle there. Will the Government look into this?

(Interruption)

MR. SPEAKER : It is the same answer.

(Interruption)

SHRI BHEEFAVADAN K. GADHAVI : Is it a fact that wagon manufacturing industry in the country is suffering heavily because of the fact that the wheel & Axle Plant in at Bangalore could not be put in operation in time?

SHRI BANSI LAL : More wagons have not been purchased because of constraint of resources.

(Interruption)

SHRI BHEEFAVADAN K. GADHAVI : My question was different, I asked that because the wheel & Axle Plant at Bangalore could not be put in operation within time, there was shortage of wagons as they could not provide wheels and axles.

SHRI BANSI LAL : That is not the reason,

Electrification of Rail Tracks

*23. SHRI CHINTAMANI JENA†:
SHRIMATI MADHURI
SINGH : will the Mini-
ster of RAILWAYS be

pleased to state :

(a) What was the Government's proposal for the Sixth Five Year Plan in regard to the electrification of rail tracks ;

(b) the area covered during that plan period ;

(c) whether the work of electrification of rail tracks suffered during that plan period ;

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

(e) the Government policy for electrification of rail tracks during the Seventh Plan ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) It was proposed to complete the electrification of about 2750 Route Kilometres of Railway line during the Sixth Five Year Plan.

(b) to (d). The electrification work actually completed in Sixth Plan period will be about 1600 Route kilometres, the shortfall being mainly due to constraint of resources.

(e) The policy during the Seventh Plan is to progress electrification on the trunk routes Delhi-Bombay, Delhi-Madras and Bombay-Calcutta. In addition some other important sections from the operational point of view are also proposed to be electrified to ensure better movement of vital commodities.

SHRI CHINTAMANI JENA : May I know the estimated cost of electrification of 2750 route kilometres of railway line during the Sixth Five Year Plan ? What was the actual amount available for it and what was

the cost to electrify 1600 route kilometres of railway line in the Sixth plan period ? Is it a fact that the only reason for the shortfall of 1150 route kilometres is not constraint of resources but non-availability of energy for electrification by the State Electricity Boards ? If so, what is the Government planning to overcome this difficulty in future in case the State Electricity Boards concerned are not ready to supply adequate energy for this electrification work ?

SHRI BANSI LAL : Sir, I have not got the calculated figures of the Sixth Five Year Plan but the expenditure on one Route Kilometres is Rs.21 lakhs to Rs. 25 lakhs

SHRI CHINTAMANI JENA : Sir. I have asked my question in two parts which have not at all been replied. The first part of my question was what was the estimated cost of this 2,750 kilometres of railway lines.....

(Interruptions)

MR. SPEAKER : He has not got the calculated figure he has given you the figure for one kilometre.

SHRI K. P. UNNIKRISHNAN : He has asked about the total Plan period.

MR. SPEAKER : What he has replied is he has not got the calculated figure ; he has quoted the figure for one kilometre. He can send it.

SHRI CHINTAMANI JENA : The second part of my supplementary was whether the constraint of resources is the only reason for the shortfall or some other reasons are also there, like the non-availability of energy. If so, what are the Government planning to work on it ? This was the last part of my first supplementary.

MR. SPEAKER : You can ask only one question.

AN HON' BLE MEMBER : This is the last part of the first question.

SHRI CHINTAMANI JENA : In the last part of the reply, the hon. Minister has mentioned some trunk routes to be electrified during the Seventh Plan period. I may mention that this type of shortfall is definitely having adverse effect on the national economy because there is no planning to electrify the entire route.....

(Interruption)

MR. SPEAKER : You put the question now.

SHRI CHINTAMANI JENA : Some portion of the route is electrified and some portion is left because of the constraint of resources. I am giving you one example.....

(Interruption)

MR. SPEAKER : You are just elaborating something.

SHRI CHINTAMANI JENA : From Howrah to Madras, the route has been electrified up to Kharagpur. Vijayawada to Madras is also electrified. But the middle portion is left. So, may I know whether the hon. Minister will look into it so that the entire route is electrified when once it is taken up? One portion is.....

(Interruption)

MR. SPEAKER : You are just lecturing something. It is not a question, it is a diagram.

SHRI CHINTAMANI JENA : This is having adverse effect. So, may I know the reasons for the shortfall.

[Translation]

MR. SPEAKER : In case you have further information, please inform the House.

SHRI BANSI LAL : Sir, I have no further information.

[English]

MR. SPEAKER : I could not get

anything out of his question, you let me know if you have got anything. He is asking why this shortfall is there and what steps you are going to take. That is what I have come to know.

SHRI BANSI LAL : The shortage is due to constraint of funds. He has asked about the target of the Seventh Five Year Plan. The target for the Seventh Five Year Plan is 3,500 Route Kilometres.

[Translation]

SHRIMATI MADHURI SINGH : Mr. Speaker. Sir, I would like to know from the hon. Minister whether government has formulated any scheme for the electrification of Railway track in North Bihar. Electrification has not been done in respect of railway track in North Bihar so far. In view of the traffic on Patna-Bareuni-Katihar line it is necessary to electrify this track.

[English]

SHRI BANSI LAL : The routes which we are going to electrify are the following : Bayana-Gangapur, Kota-Ratlam, Jhansi-Bina-Itarsi, Wardha-Balharshah, Itarsi-Nagpur, Balharshah-Vijayawada, Bhusawal-Nagpur, Itarsi-Bhusawal, Nagpur-Durg, Champa-Gevra Road and Tundla-Agra-Bayana.

(Interruptions)

MR. SPEAKER : He says these are the only routes. They have got nothing else in the current plan.

PROF. MADHU DANDAVATE : I would like to know from the hon. Minister.....

MR. SPEAKER : To the Minister from the ex-Minister.

PROF. MADHU DANDAVATE : Somebody said 'the late Minister'.

MR. SPEAKER : Why should I do that ?

PROF. MADHU DANDAVATE :

Is it not a fact that, as far as fuel expenditure is concerned, as compared to steam traction and diesel traction, electric traction is the cheapest, where the per km cost would be almost one-fourth? That being so is it not feasible to go in for a greater degree of electrification? Is it not a fact that the only constraint in this respect is that the cost of electrification per km is considerably large and, therefore, the Raj Committee was appointed to find out ways and means to reduce the cost per km of electrification of routes? Is it not a fact that their recommendations are already out? If they are out, will the hon. Minister give an assurance to this House that the Raj Committee report will be implemented and the pace of electrification will be improved?

SHRI BANSI LAL : So far as electrification is concerned, it is true that previously electrification was much cheaper. Now it is not cheaper on all these routes, because of the increase in tariff by the State Electricity Boards at their sweet will. Only the high density areas are economic to be electrified.

PROF. MADHU DANDAVATE Sir, I would request the hon. Minister to check up the figures. Even up to date, energy consumption is far less than that of coal and diesel, so far as electric traction is concerned. He can check up the figures. If hydel power is made available, it will be still cheaper.

SHRI BANSI LAL : That is not true for low density sections.

Popularity of Delhi Ring Railway

*25. **SHRI R. P. DAS :** Will the Minister of RAILWAYS be pleased to state :

(a) Whether the Ring Railway in Delhi is as popular as are the short distance electric trains in Bombay, Calcutta and Madras ;

(b) if not, reasons therefor ?

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

(b) The Ring Railway in Delhi has not gained popularity mainly due to Ring Railway not passing through the thickly populated areas or industrial complexes, whereas the DTC Services, namely, Mudrika, Laghu-Mudrika and mini bus services serve such areas directly and with fare.

SHRI R. P. DAS : Although the ring railway is in service for over two years, it could not fill the need or solve the chronic problem of mass transportation. The other side of the story is that Government have already spent over it Rs. 300 million. In spite of that, it has proved a grand failure, a commercial flop, as compared with the electric trains in Calcutta, Bombay and Madras. In view of this I would like to know from the hon. Minister whether the EMU services will be kept to the minimum level as is being done now or increase the frequency of services to every ten minutes, which is wide in keeping with the suburban services. If so, the reasons thereof; and if not, the reasons for not being so.

SHRI BANSI LAL : At present there are six trains in the evening six in the morning and we have no plan to introduce every ten minute services i.e. more services, because the passengers are very less available on these services. But, now we are thinking to increase it up to Palwal and Ghaziabad. And if the passengers increase, we will introduce more trains.

SHRI R. P. DAS : My second question is : since the Delhi Ring Railway does not pass through any of the established transport corridors and since it has proved to be a big commercial failure and since most part of the Ring Railway is essentially avoiding lines meant for goods movement, I would like to know from him, how does his Ministry plan to make it a viable alternative mass transport system with a view to

lessening the pressure of accommodation in the City ?

SHRI BANSI LAL : The portion of the Ring Railway from Nizamuddin to Dayabasti via Safdarjang is also used for running 20 goods trains per day each way. The portion from Nizamuddin is also used intensively for main line passenger trains, including the Ring Railway Service.

SHRI PRIYA RANJAN DAS MUNSHI : Since the Hon. Minister has admitted that Delhi Railway is not as popular as the Calcutta or Bombay Railways and that the Suburban Railways in Calcutta and Bombay are gaining popularity, I would like to know from the Minister whether he is in a position to expand further the jurisdiction of the Calcutta Circular Railway, which has very recently gained momentum among the commuters ?

SHRI BANSI LAL : I have not followed his question.

[Translation]

SHRI JAI PARKASH AGARWAL : RING railway in Delhi has not become popular because its stations are far away from residential colonies and the people cannot reach there easily. I would like to suggest that the station should be provided near the colonies so as to make the ring railway popular.

MR. SPEAKER : The stations, of course, would be located near the railway line.

SHRI BANSI LAL : It is true that the stations are not located in populated areas.

[English]

MR. SPEAKER : Shri Balasaheb Vikhe Patil.

SHRI BALASAHEB VIKHE PATIL : Question No. 26.

SHRI G. G. SWELL : May I suggest

that Question No. 40 may also be taken up along with this ? They are the same questions.

MR. SPEAKER : If all agree, then I can do so. Mr. Madhav Reddy, should we get your question also tied up along with this question ?

SHRI C. MADHAV REDDY : Yes, Sir.

PROF. SAIFUDDIN SOZ : Sir, my question No. 37 also should be taken along with these.

MR. SPEAKER : En bloc, Sir ?

Use of Sodium Thiosulphate for Treatment at Victims of Gas tragedy in Bhopal

*26. **SHRI BALASAHEB VIKHE PATIL :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that as yet no cure could be found for those affected by the gas tragedy in Bhopal ;

(b) whether the AIMS suggested used of Sodium thiosulphate ;

(c) whether according to Press reports use of Sodium thiosulphate has hastened death of many victims ;

(d) whether Government propose to consult leading experts to arrive at a solution as many people are suffering from blurred vision, choking of throat and acute breathlessness and pain ; and

(e) the progress made if such an exercise has already been undertaken ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) No, Sir.

(b) No, Sir.

(c) Government have seen such reports in the Press.

(d) & (e). The results of the study done by the Indian Council of Medical Research on the use of Sodium thiosulphate do not support the views expressed in the Press. Wide-ranging clinical and epidemiological follow-up actions have already been initiated by the Government of Madhya Pradesh in consultation with experts. The Indian Council of Medical Research, besides collaborating with the State Government, has initiated several multi-disciplinary studies to cover the various facets of the problem. Experts are unanimous that there is no short-term cure to all the medical problems being faced by the affected people and that a careful, long-term follow-up of all the cases is the only possible approach.

Treatment of Victims of Bhopal Gas Tragedy

*40. SHRI C. MADHAV REDDY : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether wrong drug was used for treatment of patients in Bhopal gas tragedy and if so, corrective steps taken/proposed ;

(b) whether it is a fact that the treatment recommended by ICMR is considered to be wrong ; and

(c) whether Government propose to set up an effective machinery which can act speedily and effectively to meet such accidents and occurrences ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) No, Sir.

(b) No, Sir.

(c) According to the information available with the Government, the existing machinery available with the various state Governments to deal with the medical relief required after such industrial accidents and disasters is fairly adequate. The system is strength-

ened and augmented from time to time by the concerned State Governments as per their requirement. The union Government supplements the efforts of the concerned state governments whenever required.

[Translation]

SHRI BALASAHEB VIKHE PATIL : Mr. Speaker, Sir, the reply to this question is not satisfactory because many lives have been lost and many people are still in critical conditions. It has been stated that no cure could be found. I would like to know from the hon. Minister as to when the treatment would be found. I would also like to know the action taken by Government on the suggestions made in the Seminar of Lawyers and Medical Association held in Delhi recently.

[English]

Since still a very large number of persons are suffering from the after effects of the gas and as according to our own scientists like Dr. Paintal and a British scientist who visited the country recently, greater use of oxygen will be more useful, I would like to know whether Government will create more centres in Bhopal and in all main hospitals in the country where this can be given free since many may not be able to avail of this costly treatment. Without this, many who are suffering now will be reduced into a mental cabbage, a paralytic and live with a choking throat. What is the reaction to this ?

SHRI YOGENDRA MAKWANA : Sir, as I have said, earlier the hon. Minister for Chemicals and Fertilizers in his statement dated 18th January 1985, has said that all possible steps are taken by the Government and all doctors and other facilities available elsewhere are also brought to Bhopal just to help the victims.

SHRI BALASAHEB VIKHE PATIL : I could not understand what possible

steps are already taken, which steps Government have already initiated.

MR. SPEAKER : Medical steps.

SHRI BALASAHEB VIKHE PATIL : I could not understand this. I asked specifically whether oxygen will be available and Government will create centres or not.

SHRI YOGENDRA MAKWANA : Sir, earlier oxygen cylinders were in shortage and so they were transported from Delhi by air and from other places also. They were brought from Kanpur—from the Indian Oxygen Factory also. We asked them to transport it immediately.

[*Translation*]

• SHRI BALASAHEB VIKHE PATIL : Mr. Speaker, Sir in reply to part (c) of the question, it has been stated that the Government has seen such reports in the Press and they did not know anything about it earlier. I would like to know the remedy suggested by Indian Council of Medical Research and the action taken by government in this regard. I would also like to know as to who suggested Sodium Thiosulphate and now far it was used in the treatment and whether it has been banned or not; and, if not, the reasons therefor.

[*English*]

SHRI YOGENDRA MAKWANA : Sir, for Sodium Thiosulphate we have sought help from W.H.O. also and from all available resources with doctors and scientists to help in this calamity. So, one German Toxicologist Dr. Daunderer, suggested that Sodium Thiosulphate can be useful and as the hon. Member and the entire House knows the German experts have some experience in this treatment. So he suggested Sodium Thiosulphate and it has helped to a certain extent because when given, it has demonstrated that administration of Sodium Thiosulphate increased the excretion of Thiocyanide in the urine. So, it has helped. I have said in my

reply also that whatever appeared in the press is not correct. I have specifically denied it.

SHRIMATI GEETA MUKHERJEE : Sir, I would like to know whether the Minister is aware that there was strong suspicion expressed that cyanide poisoning probably was found in the victims. There was an Army person admitted in the AIIMS. It is learnt that the POST MORTEM report had revealed cyanide poisoning while the Union Carbide denied stating that it was not so. I would like to know from the Minister whether he is aware of that POST MORTEM report; if so, whether it is cyanide poisoning and if not, whether he would go into this question and see that this does not effect adversely.

SHRI YOGENDRA MAKWANA : Sir I do not know which POST MORTEM report the hon. lady Member is referring to.

MR. SPEAKER : You get the information from the Member and follow it up.

SHRI YOGENDRA MAKWANA : But as I have already said, a double blind study demonstrated that Sodium Thiosulphate administration increased the excretion of cyanide in the urine. So Sir, the POSTMORTEM report does show the cyanide poisoning.

SHRIMATI GEETA MUKHERJEE : Sir I hope regarding your proposal to take up the matter, it would be followed up by the Minister.

PROF. SAIFUDDIN SOZ : Sir will you kindly ask the Minister to give reply to Question No. 37 also, which is a similar one?

MR. SPEAKER : No, we did not take that up now.

Spread of Meningitis Disease

28. PROF. P. J. KURIEN :
SHRI CHITTA MAHATA :

Will the Minister of HEALTH

AND FAMILY WELFARE be pleased to state :

(a) the number of lives lost due to the recent spread of meningitis disease in Delhi ;

(b) whether it is a fact that the disease has spread to the neighbouring states also ;

(c) what measures are being taken by Government to check the disease and to stop its spreading ; and

(d) whether experts opinion has also been sought and if so, the suggestions made by experts ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) 225 deaths due to Meningococcal meningitis in Delhi have been reported since beginning January to 10th March' 1985.

(b) While all the states have been alerted' the reports received so far indicate only sporadic occurrences in certain parts of Rajasthan and Uttar Pradesh.

(c) The following measures have been undertaken to check the spread of the disease :

(i) Constant surveillance is being maintained specially in the affected and congested localities.

(ii) Early diagnosis and treatment, even on the basis of presumptive clinical diagnosis is being undertaken.

(iii) Arrangements for adequate supply of drugs required to combat the disease have been made. All the hospitals and dispensaries have stocked sufficient quantities of the required antibiotics and supportive drugs.

(iv) In order to create a general

awareness amongst the public and to impress upon them the need for early diagnosis and treatment the services of AIR and Doordarshan, and also of the press have been utilised.

(v) The Indian Medical Association have initiated actions to issue instructions to their members regarding proper management of cases.

(vi) The WHO, at our behest has airlifted Sera for proper typing of the causative organisms.

(vii) The Indian Council of Medical Research has initiated studies on carriers and their management in order to provide information on the epidemiology of the disease for better control.

(viii) It has been decided to vaccinate the identified high-risk groups for which arrangements have been made.

(d) The experts are being consulted regularly. They have suggested close monitoring, intensification of the preventive and health education measures and a limited vaccination of the identified high-risk groups. Necessary action is being taken accordingly).

[*Translation*]

MR. SPEAKER : As the reply is so long it could have been given in the form of a statement.

[*English*]

PROF. P. J. KURIEN : Sir, the Minister had said that 225 deaths have taken place due to the attack of meningitis. He has also admitted that this disease has spread to Uttar Pradesh and Rajasthan also. But Sir, the information is not complete. Today in the newspaper it has been reported that in Punjab also, this disease has

spread. In Chandigarh 5 deaths have been reported. I have read it in today's newspaper. Is it not a fact that percentage of deaths due to this attack of Meningitis is much more this year than that of last year? Is it also not a fact that the higher percentage of deaths this year is due to the fact that vital drugs for curing this disease were not available in many of the hospitals?

SHRI YOGENDRA MAKWANA : No, Sir. The hon. Member is not correct in saying that the number of deaths have increased this year. I have got the figures with me in respect of 3 hospitals which show that though the number of cases have increased, the number of deaths have come down. During the period, November, 1982 to January, 1983, the number of cases were 193 but the number of deaths were 81, in November, 1983 to January, 1984, the number of cases increased from 193 to 203 but the number of deaths decreased from 81 to 77 and again, in November, 1984 to January, 1985, the number of cases increased from 203 in the previous year to 328 but the number of deaths decreased from 77 in the previous year to 75. So, the figure of deaths has gone down and it has not increased.

PROF. P. J. KURIEN : The hon. Minister himself admitted in the written answer that the figure of deaths this year is 225. He is now saying that the figure of deaths is only 75.

SHRI YOGENDRA MAKWANA : If the hon. Member heard me properly, I have given the figures for a quarter, from November, 1984 to January, 1985.

PROF. P. J. KURIEN : According to the hon. Minister himself, this year, from November to March, 1985, the total number of deaths is 225. My contention is, according to his own figures, the percentage of deaths this year is higher than that of last year. That is my point.

SHRI YOGENDRA MAKWANA : The hon. Member is confused. I have given the figure of 225 for the period from 1st January to 10th March, 1985 whereas the figures which I referred to here are for the period from November, 1984 to January, 1985. This is beyond January, not before January.

PROF. P. J. KURIEN : My question was about this period only. From 1st January to March, 1985, the total number of deaths is 225, not 75. So there is definitely an increase in the percentage of deaths. If he has not got the figures, let him examine it. Let me come to my second supplementary.

AN HON. MEMBER : The first supplementary has not been replied to.

PROF. P. J. KURIEN : He can answer both together. Sir, if you can assure me that you will allow me second supplementary, let him answer first supplementary.

SHRI YOGENDRA MAKWANA : I said repeatedly that there is a confusion in the mind of the hon. Member. It is about the period for which I have given the figures. Another thing is that the figure, which I have given here, that is, 225, is in respect of 7 hospitals whereas the figures which I am quoting are in respect of 3 hospitals.

AN HON. MEMBER : He is creating more confusion.

SHRI NARAYAN CHOUBEY : THE Health Minister's health is not proper.

MR. SPEAKER : Can you vouchsafe for that.

PROF. P. J. KURIEN : There is a famous dictum that prevention is better than cure. Is it not a fact that we are not having sufficient preventive drugs?

PROF. MADHU DANDAVATE : Don't say that. Otherwise, there will be preventive detention.

SHRI SUDINI JAIPAL REDDY :
The prevention of a question is better than the cure of an answer.

PROP. P. J. KURIEN : Is it not that we are not having sufficient preventive measures? Is it not a fact that so far we have not started vaccination for immunising the people at least in the vulnerable areas?

SHRI YOGENDRA MAKWANA :
We have not reached that stage where we have to vaccinate all the people. In case of an epidemic or a disease in a cluster, we can surround the area and vaccinate the surrounding population. But that is not the case here. These are sporadic cases occurring in different parts of the city and in different places. So, it does not invite vaccination EN MASSE.

SHRI CHITTARANJAN MAHATA :
I would like to know from the hon. Minister whether this disease is identified as viral or bacterial and which part of the country is the most affected by it?

SHRI YOGENDRA MAKWANA : It is bacterial.

SHRI CHITTARANJAN MAHATA :
What bacteria?

SHRI NARAYAN CHOUBEY : Congress bacterial!

SHRI YOGENDRA MAKWANA :
Meningo Coccal is the bacteria.

SHRI C. P. THAKUR : This disease occurs all over India throughout the year in a sporadic form. Sometimes it erupts in an epidemic form and it is bacterial infection caused by Meningo Coccal. It is not virus. Just now, the hon. Minister has said that it is caused by Mening Coccal. In that case, all the drugs to treat that disease are available in the country, like the Sulpha diazine, Chloromphenicol, Penicillin and Gertamycine. It is sensitive to these drugs. The patient dies only if the infection is very serious or if the

bacteria are resistant to drugs which is rare.

MR. SPEAKER : I have got lot of doctors. Why don't we make a committee of them?

SHRI C. P. THAKUR : The patient dies only if the drugs are not administered at an early stage. I would like to know from the hon. Minister whether the patient died because of the severity of the infection or because Meningo Coccal were found resistant to drugs. Is there any report on that?

SHRI YOGENDRA MAKWANA :
I have the information with me about the bacteria. This bacteria is not A & C type.

SHRI C. P. THAKUR : I want to know whether this disease is resistant to drugs or not.

SHRI YOGENDRA MAKWANA :
If immediate treatment is administered to the patient, then it is cured. If the treatment is delayed, it becomes fatal. So far, no drug resistance is noticed in any of the cases treated.

Then, about the sufficiency of preventive drugs, we have sufficient preventive drugs, the sulpha diazine.

Setting up Thermal Power Plant at Kharsia

*29. **KUMARI PUSHPA DEVI :**
Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government have a proposal for the establishment of a Thermal Power Plant at Kharsia in Madhya Pradesh; and

(b) if so, the steps taken to implement the above Proposal?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SANKARANAND) : (a) The Mahya Pradesh State Electricity Board has sent to the Cen-

tral Electricity Authority a proposal to set up a thermal station at Kharsia.

(b) The proposal is in the State sector and Madhya Pradesh Electricity Board has been requested to obtain the clearance of the State Pollution Control Board, State revenue authorities and the Ministry of Agriculture.

KUMARI PUSHPA DEVI : The hon. Minister has stated in his reply that the Government of Madhya Pradesh has sent to Central Electricity Authority a proposal to set up a thermal station at Kharsia. I would like to know when that proposal was received by Central Electricity Authority and what was the estimate of cost in the original proposal ?

SHRI B. SHANKARANAND : The hon. lady Member had written a letter to the Energy Minister and it was replied that the proposal was received by the Minister in July, 1983.

PROF. MADHU DANDAVATE : He should not read the letters written by ladies to others.

SHRI B. SHANKARANAND : They are sometimes interesting.

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : Not sometimes ; always.

SHRI B. SHANKARANAND : The proposal was received in July, 1983 ; this is a proposal to set up a thermal station of 2 × 210 MW capacity in Stage I in district Raigarh, the district of the hon. Member. Stage I of the Project is estimated to cost about Rs. 371 crores. It is being examined from techno-economic and viability point of view.

KUMARI PUSHPA DEVI : May I know whether the Thermal Power Station at Kharsia will be commissioned before the end of the Seventh Plan period and, since the above project is going to be set up in a backward area

in Madhya Pradesh, what steps are being taken to implement the proposal expeditiously ?

SHRI B. SHANKARANAND : The proposal is to set up the thermal plant at a site about 30 kms. from Raigarh town, on the banks of the river Kurket, a tributary of river Mand. This is going to be a joint project of Madhya Pradesh and Gujarat. As I said earlier, Stage I is going to cost about Rs. 371 crores. Coal is proposed to be procured from the nearby Mand-Raigarh coalfields and water from a reservoir to be created on river Kurket by construction of a dam. However, firm coal linkage and other inputs have yet to be tied up. The Central Electricity Authority envisage benefits from Stage I of the Project during the Eighth plan.

Conversion of Macherla-Guntur Metre Gauge Line into Broad Gauge

*30. **SHRI VADDE SOBHANADREESWARA RAO :** Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railway Board has approved a proposal for conversion of Macherla-Guntur metre gauge section into broad gauge section ;

(b) if so, the progress of the scheme and its present stage ; and

(c) by what time the work is likely to be completed ?

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

(b) Work on two bridges has been taken up. The progress of work on these two bridges is 98%.

(c) The completion of the project will depend on the availability of resources in the coming years.

SHRI VADDE SOBHANADREESWARA RAO : In view of the fact that the Macherla area has got abundant reserves of limestone mineral as well

as of Cuddapah stones and there is every need to transport them to other places and in view of the fact that it has been provided irrigation facility a few years back, after which the passenger as well as goods traffic has increased manifold, will the hon. Minister take necessary steps to provide more funds and to see that the project is completed as early as possible to serve the needs of the people of that area?

SHRI BANSI LAL : I am trying to persuade the Planning Commission to allocate more funds for this project.

SHRI VADDE SOBHANADREESWARA RAO : I would like to know from the hon. Minister, since the grounding of the project, what was the amount allocated and what was the amount spent and what is the amount allocated in the current year.

SHRI BANSI LAL : The amount allocated and spent so far is Rs. 2.02 crores.

SHRI SUDINI JAIPAL REDDY : What is the estimated cost of the scheme and what was the time-frame fixed for completion of the scheme when the scheme was originally sanctioned?

SHRI BANSI LAL : The scheme was originally sanctioned in 1974-75 and the total length of the line is 130 km. The total cost will depend upon the escalation and other things.

(Interruptions)

SHRI SUDINI JAIPAL REDDY : How can it be an answer? The scheme was sanctioned way back in 1974 and it is more than 10 years now.

SHRI BANSI LAL : The total estimated cost is Rs. 32.26 crores.

AN HON. MEMBER : What was the time frame?

SHRI SUDINI JAIPAL REDDY : In the last 10 years they have spent

only Rs. 2 crores. Will it mean that the Minister would require 50 more years to complete the project? We want an answer, Sir.

MR. SPEAKER : What to do? What can be done about that now?

(Interruption)

[Translation]

MR. SPEAKER : He wants to know how so much time has been taken.

(Interruption)

[English]

SHRI BANSI LAL : Because of non-availability of funds.

(Interruptions)

WRITTEN ANSWERS TO QUESTIONS

[English]

Guidelines For Conducting Lotteries

*1. **SHRI VIJAY KUMAR YADAV :** Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether Government had issued guidelines for the conduct of lotteries and copies of that were sent out to the Finance Secretaries and Directors of Lotteries of all the States and Union Territories some time in June, 1984;

(b) if so, whether despite these guidelines, the malpractices in the conduct of lotteries continue; and

(c) if so, the details thereof and Government's reaction in the matter?

THE MINISTER OF HOME AFFAIRS (SHRI S. B. CHAVAN) : (a) Yes, Sir.

(b) and (c). The guidelines were issued in the context of the State Lotteries which come under Entry 40 of the Union List of the VII Schedule of the Constitution.

The private lotteries which are authorised by the State Governments come under Entry 34 of the State List of the VII Schedule and are within the purview of the State Governments. The States were requested to keep in view the guidelines meant for State Lotteries, while authorising private lotteries. The State Governments/U.T. Administrations have by and large adhered to the guidelines in respect of State Lotteries. The departures from the guidelines which have come to notice relate to private lotteries which are authorised by the State Governments. The State Governments have been urged again recently to ensure strict adherence to the guidelines and to take other measures to make the entire mechanism fool-proof.

[*Translation*]

Report Submitted By Commissioner for Scheduled castes and Scheduled Tribes

*2. SHRIMATI SUNDERWATI NAWAL PRABHAKAR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Commissioner for Scheduled Castes and Scheduled Tribes in his Twenty-Seven Report for the years 1979-80 and 1980-81 had recommended recognition to all Unions/Associations and Federations formed in Government offices to ensure filling up of reserved posts;

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

(c) whether prior to year 1980, these Unions used to enjoy all the facilities normally given by Government to other Unions and if so, the reasons for not extending these facilities now; and

(d) the number of Scheduled Castes and Scheduled Tribes included in the official list of Scheduled Castes/Tribes?

THE MINISTER OF HOME AFFAIRS (SHRI S.B. CHAVAN): (a) Yes, Sir.

(b) and (c). The Government, as a matter of policy, do not recognise association of Government employees based on caste, creed, tribe, religion, etc., for any purpose. The Government feel that once in service, the service interests of all the employees are common and they should ventilate their grievances through the common service unions. Recognition of associations of Government employees formed on the basis of caste and tribe will fragment the Government servants into casteist and tribal compartments and there may be demands for recognition of associations on the basis of religions or sub-castes.

For the purpose of giving wide publicity to reserved vacancies, only outside voluntary associations of Scheduled Castes and Scheduled Tribes are enlisted so that the vacancies could be circulated amongst the prospective SC/ST candidates

(d) As per the 15 Presidential orders issued so far specifying Scheduled Castes and Scheduled Tribes, the number of Scheduled Castes and Scheduled Tribes included in the lists of Scheduled Castes and Scheduled Tribes are 471 and 532, respectively.

[*English*]

Talks with Pakistan

*3. SHRI MAHENDRA SINGH: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) Whether any talks during the past six months at official, ministerial or diplomatic levels have taken place with Pakistan with a view to improving relations with that country on the basis of the proposal for a treaty of friendship and peace; and

(b) if so, the issues discussed and the outcome thereof?

THE PRIME MINISTER (SHRI RAJIV GANDHI): (a) and (b). No

Sir, However, in keeping with Government's commitment to develop cordial and cooperative relations between the two countries, contacts have been maintained at various levels.

[*Translation*]

Firing on Indian Fishermen by Sri Lanka Seamen And Naval Forces

*4. DR. A.K. PATEL :
SHRI C. JANGA REDDY :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the number of Indian fishermen killed by seamen and naval forces of Sri Lanka, the number of those injured and those imprisoned in the territorial waters between India and Sri Lanka ;

(b) whether there were arrangements for their safety at the seashore and if so, the reasons for the failure in protecting them, the number of such incidents and the dates when they occurred ;

(c) whether any protest was made to the Government of Sri Lanka in this regard and if so, the nature and dates thereof ;

(d) whether any compensation has been demanded from or paid by Sri Lanka Government ;

(e) the steps taken by Government to prevent Sri Lankan Naval Vessels encroaching into our territorial waters ; and

(f) the reaction of Tamil Nadu Government in the matter ?

THE PRIME MINISTER (SHRI RAJIV GANDHI) : (a) and (b). Five Indian fishermen were killed by the Sri Lanka Navy from December 1984 to February 1985 on the following dates :

December 10, 1984 1 killed

January 7, 1985 2 killed

February 13, 1985 2 killed

Several have been injured in the past month and over the last year, 175 have been imprisoned.

The Coast Guard can ensure safety and security of our fishermen in our maritime zones. Our fishermen have been given standing instructions not to cross over into the Sri Lankan waters.

(c) and (d). Government of India have strong protests to the Government of Sri Lanka over these incidents and urged them to exercise restraint. Government have also asked the Sri Lanka Government for compensation for the lives of fishermen. Ex-gratia payment of Rs. 10,000/- to each family is being made from Prime Minister's Relief Fund.

(e) Government have strengthened its Coast Guard presence in Indian waters and organised regular patrolling in the area to prevent any recurrence of such incidents.

(f) These incidents have created deep resentment and concern in Tamil Nadu.

[*English*]

Allocation of N.E.C. Fund for Development of Municipal Areas of North Eastern Region

*5. SHRI AJOY BISWAS : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether there is any fund of North Eastern Council for the development of Municipal areas of North Eastern Region ;

(b) if so, allocation of fund State-wise ; and

(c) if not, whether the North Eastern Council propose to prepare any

scheme for the development of Municipal areas of North Eastern Region lacking in civil amenities ?

THE MINISTER OF HOME AFFAIRS (SHRI S.B. CHAVAN) : (a) No, Sir.

(b) Question does not arise.

(c) The draft Seventh Plan proposals as approved by the 24th meeting of North Eastern Council held on 29th September, 1984 do not contain any scheme for development of municipal areas.

Monitoring of Progress of Public Sector Plants Through Computers

*6. SHRI G.G. SWELL : Will the Minister of PLANNING be pleased to state :

(a) whether computers will be have been installed with the Planning Commission to monitor progress of public sector plants with an investment of more than Rs. 100 crores and whether the data thereof would be transmitted to the Prime Minister in the first three days of every month ;

(b) the total cost of the hardware required ;

(c) whether in addition to the cost of the hardware, the cost of software requirements has also been computed ; and

(d) the likely date when the operation will go into effect ?

THE PRIME MINISTER (SHRI RAJIV GANDHI) : (a) No new computers have been installed in the Planning Commission for monitoring the progress of the Central Public Sector Projects with a sanctioned cost of more than Rs. 100 crores each. However, the existing computer facilities of the National Informatic Centre (NIC) will be used for this purpose. The terminals of this computer already exist in the Planning Commission and in the Prime Minister's Office. Brief output reports are expected

to be generated on this computer and be available on the terminal in the Prime Minister's Office within about a week after the close of the month.

(b) Does not arise.

(c) Software is already available with the NIC.

(d) March, 1985.

Measures to Encourage Tourism Industry For Earning Foreign Exchange And Creating Employment

*7. SHRI R. ANNANAMBI : Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) whether Union Government have accorded sufficient importance to tourism for earning more foreign exchange and creating more productive employment ;

(b) if so, whether the industry had been handicapped because of scarcity of suitable land and high costs of construction of hotels ;

(c) whether Government propose to provide some incentives to the hotel industry ; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) :

(a) Yes, Sir.

(b) The scarcity of suitable land in some of the metropolitan centres, particularly Bombay and Calcutta, as also the high cost of construction materials have affected the construction of hotels.

(c) and (d). Various proposals for concessions/incentives for hotel industry are under examination.

[*Translation*]

"Pollution by Vehicles"

*8. SHRI CHHITTUBHAI GAMIT : Will the PRIME MINISTER be pleased to state :

(a) whether in considering the devices to save diesel and petrol on the increasing number of Government vehicles, Government propose to take into account the question of minimising the pollution caused by these vehicles ; and

(b) if so, the measures taken by Government to reduce the pollution or to stop it completely ?

THE PRIME MINISTER (SHRI RAJIV GANDHI) : (a) Yes, Sir.

(b) The measures taken to reduce the pollution include the following :

- (i) Standards have been formulated for progressive reduction of vehicular exhaust emissions.
- (ii) State Governments have been asked to make provisions in the Motor Vehicles Rules for statutory enforcement of standards by December, 1985.
- (iii) The petroleum industry has been asked to minimize the use of lead in petrol.
- (iv) Campaigns for public awareness are being organised ; One such campaign has already been launched in Bombay since November, 1984.

Transport Plane Carrying Arms to Sri Lanka

*9. SHRI VILAS MUTTEMWAR : SHRI SATYENDRA NARAIN SINHA :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether a transport plane carrying arms to Sri Lanka had landed at Trivandrum in February, 1985 ;

(b) if so, the details of the articles it was loaded with and the grounds on which it was permitted to land ; and

(c) the quantity of aviation fuel supplied to this plane and who made payment thereof and how ?

THE PRIME MINISTER (SHRI RAJIV GANDHI) : (a) Yes, Sir.

(b) The plane was permitted to land on the 9th February under distress as it ran out of fuel. It was carrying arms and ammunition bearing Portuguese markings.

(c) 8000 litres of aviation turbine fuel was supplied for which the pilot made cash payment.

[*English*]

Annual Survey of Industries

*10. PROF. MADHU DANDAVATE : Will the Minister of PLANNING be pleased to state :

(a) whether Government consider the annual survey of industries to be useful in stimulating and accelerating industrial growth ;

(b) the latest year for which the annual survey of industries is available ; and

(c) steps taken to ensure availability of latest to (six month) survey of industries in a particular year ?

THE PRIME MINISTER (SHRI RAJIV GANDHI) : (a) Yes, Sir.

(b) 1981-82.

(c) Steps have been taken to reduce the time lag and make available results of Annual Survey of Industries within one year of the close of the

field work. Steps taken include installation of modern data processing equipment and augmentation of staff.

Inclusion of Nuapali Irrigation Project in Seventh Plan

*11. SHRI SOMNATH RATH : Will the Minister of PLANNING be pleased to state :

(a) whether Government of Orissa have requested his Ministry to include the major irrigation Project in Nuapali in Ganjam district of the state in Seventh Plan ; and

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

THE PRIME MINISTER (SHRI RAJIV GANDHI) : (a) No, Sir.

(b) Does not arise.

Shri Lanka Proposal for Joint Naval Patrolling in Palk Straits

*12. SHRI N. DEENIS :
SHRI AMAR ROYPRADHAN :

Will the Minister of EXTERNAL AFFAIRS be Pleased to state :

(a) whether Sri Lanka Government have put forward a proposal that there should be joint naval patrolling in the palk-straits to prevent smuggling of arms and militants activities which their authorities allege to have been taking place from Tamil Nadu ; and

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

THE PRIME MINISTER (SHRI RAJIV GANDHI) : (a) Yes, Sir.

(b) The proposal has to be viewed in the totality of the prevailing situation in Sri Lanka and its fallout on us.

Income and Expenditure of Hotels.

*13. SHRI RAM BHAGAT PASWAN : Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) the names of public undertakings under his Ministry which are earning profits ; and

(b) the names of Government hotels with details of income and expenditure for the years 1983-84 and 1984-85 for each to them ?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) : (a) The following Public Undertakings under the Ministry of Tourism & Civil Aviation recorded profit during the year 1983-84 :

(i) Air India

(ii) Indian Airlines

(iii) International Airports Authority of India

(iv) Vayudoot Ltd.

(v) Air India Charters Ltd

(vi) India Tourism Development Corporation.

The Hotel Corporation of India sustained a loss in 1983-84 had earned Profits in earlier years from 1977-78.

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

Statement

(Rs. in lakhs)

S. No. Name of the Hotels		1983-84 (Actuals)		1984-85 (Estimated)	
		Income	Expenditure	Income	Expenditure
1	2	3	4	5	6
Hotels of India Tourism Development Corporation :					
1.	Ashok, New Delhi	877.16	874.06	960.00	905.95
2.	Janpath, New Delhi	333.19	265.19	328.30	69.60
3.	Lodhi, New Delhi	175.12	151.96	179.90	157.50
4.	Ranjit, New Delhi	103.22	111.84	108.30	114.70
5.	Ashok, Bangalore	246.70	252.19	200.45	250.60
6.	Akbar, New Delhi	298.12	316.19	241.90	306.90
7.	Hassan Ashok	18.93	20.61	20.60	21.55
8.	Jammu Ashok	25.56	27.88	20.05	26.40
9.	Aurangabad Ashok	37.94	39.00	41.90	41.10
10.	Khajuraho Ashok	19.01	21.95	19.88	22.70
11.	Kovalam Ashok Beach Resort	112.86	111.51	137.35	127.35
12.	Laxmi Vilas Palace Hotel, Udaipur	42.55	30.90	44.30	35.10
13.	Temple Bay Ashok Beach Resort, Mahabalipuram	14.63	17.85	16.20	18.95
14.	Varansi Ashok	63.05	62.71	67.75	65.35
15.	Qutab, New Delhi	114.14	116.29	124.30	120.15
16.	Lalitha Mahal Palace Hotel, Mysore	50.28	51.37	61.55	57.10
17.	Airport Ashok, Calcutta	304.96	266.43	379.80	309.35
18.	Patliputra Ashoka, Patna	31.34	40.80	34.05	40.70
19.	Jaipur Ashok	49.66	53.41	55.50	55.05
20.	Kalinga, Ashok, Bhuba- neshwar	44.83	41.42	32.00	40.85

1	2	3	4	5	6
21.	Madurai Ashok	20.97	27.64	26.50	31.55
22.	Samrat New Delhi	182.10	388.17	280.15	412.10
23.	Kanishka New Delhi	394.81	343.71	413.20	366.25
24.	Ashok Yatri Niwas, New Delhi	147.78	161.96	193.05	178.65
Hotels of Hotel Corporation of India :					
1.	Centaur Hotel, Bombay	1058.10	879.89	1192.95	941.75
2.	Centaur Hotel, Delhi	347.31	652.53	364.89	699.10
3.	Centaur Lake View Hotel, Srinagar	3.60	111.35	72.20	356.08

**Visit of Tourists From Foreign and
Inland to Religious Places in Bihar**

*14. SHRIMATI MADHURI SINGH: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) the number of tourists who visited religious places in Bihar from abroad and within the country ;

(b) the country-wise number of the foreign tourists who visited Bihar during the last three years and the most popular places visited by these tourists; and

(c) whether Government propose to implement some new and attractive schemes to increase the number of tourists from all corner of the world ?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) : (a) and (b). Statistics of foreign tourist arrivals are being collected from disembarkation cards filled in by the tourists at the time of their entry into India. These statistic, therefore, do not indicate the details of the places visited by

them after entering India. However, as per the Foreign Tourist Survey undertaken by the Indian Statistical Institute during 1982-83 on behalf of the Deptt. of Tourism, about 3.29 per cent of foreign tourists spent at least one night in Bihar during that year. The most popular destination in Bihar was Patna with 2.13 per cent of the tourists staying for a night at least in that city. Among the religious places Gaya-Bodhgaya accounted for about 0.54% of the tourists making over-night halts.

At present, statistics of domestic tourist arrivals are not being compiled and, therefore, it is difficult to estimate the number of domestic tourist visiting Bihar.

(c) The schemes that have been taken up by the Central Government for the Promotion of tourism in Bihar include development of infrastructural facilities and beautification of places like Bodh-Gaya, Buxar, Betla, Rajgir, Nalanda, Patna, and Ranchi, overseas publicity of Buddhist shrines and other attractions and introduction of a special train the "Great Indian Rover" to take overseas Buddhist pilgrims to Buddhist pilgrimage centres in Bihar and U. P.

Afforestation Programme to meet the Demands of Wood for Fuel and Industry

*15. **PROF. RAMKRISNA MORE** : Will the **PRIME MINISTER** be pleased to state :

(a) whether Government propose to start a massive afforestation programme to meet the demands of wood for fuel and industry; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BIR SEN) : (a) and (b). Yes, Sir. The afforestation effort is being stepped up with the object of bringing five million hectares of land every year under fuelwood and fodder plantations. The details are being worked out.

India's Relations with Bhutan

*16. **DR. KRUPASINDHU BHOI** : Will the **Minister of External Affairs** be pleased to state :

(a) the steps taken during the last one year to improve India's relations with Bhutan ; and

(b) further steps proposed to be taken to improve these relations in future ?

THE PRIME MINISTER (SHRI RAJIV GANDHI) : (a) Our relations with Bhutan have been further strengthened in this period by exchange of visits, Indian assistance to Bhutan's development plan and specific projects, and close consultations in all fields. HM the King of Bhutan paid three visits to India from January 1984 to February 1985, and HM the Queen Mother has been our guest in India last year. A new Trade Agreement came into effect, a Telecommunications Agreement was signed, and a microwave communications link between Bhutan and the outside world was commissioned.

(b) During the recent visit of HM the king of Bhutan, the Prime minister has expressed his willingness to visit Bhutan this year, and India has assured Bhutan of its continued support in that country's development. Close consultations are envisaged on the formulation of Bhutan's Sixth Development Plan commencing 1987. Meanwhile, some Indo-Bhutan projects are under consideration in cement, power generation, transmission and distribution, river, training, broadcasting etc.

Security Personnel Killed by Under-Ground Naga Insurgents

*17. **SHRI DHARAM PAL SINGH MALIK** : **SHRI BALASAHEB VIKHEPATIL** : Will the **Minister of HOME AFFAIRS** be pleased to state :

(a) whether 15 security personnel have been killed in Mingching in Manipur's Ukhrul district by Naga underground insurgents during the second week of February, 1985 ;

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

(c) the action taken by Government in regard thereto ?

THE MINISTER OF HOME AFFAIRS (SHRI S. B. CHAVAN) : (a) and (b). On February 18, 1985, a vehicle belonging to the Security Forces proceeding from Kangpat to Kamjong village in the Ukhrul district was ambushed by a group of Naga underground belonging to the National Socialist Council of Nagaland (NSCN) near Nampisha village about 10 Kms. South of Chasrad. 13 SF personnel (including a JCO) and a Circle officer of the Village Volunteers Force (VVF) were killed and one of the two VVF personnel travelling in the vehicle was injured while the other managed to escape. The NSCN undergrounds also carried

away some arms and ammunition besides the belongings of the ambushed personnel.

(c) Security measures have been tightened. Combing Operations in the area have been taken up and strict vigil is being maintained.

"Air Pollution Due to Lead"

*18. SHRI P. MANIK REDDY : Will the Prime Minister be pleased to state :

(a) whether Government are aware that addition of lead is the main cause of air pollution; and

(b) whether Government propose to follow USA example and stop use of lead and switch over to power alcohol?

THE PRIME MINISTER (SHRI RAJIV GANDHI) : (a) Yes, Sir. Addition of lead in petrol beyond a certain limit is one of the causes of air pollution.

(b) No, Sir. Switching over to power alcohol is not under consideration in the near future.

Air Services between Delhi and Raipur

*19. KUMARI PUSHPA DEVI : Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) whether Government have a proposal to provide better air services between Delhi and other places ; and

(b) if so, the details of the air services provided at present and proposed to be provided in near future between Delhi and Raipur in Madhya Pradesh ?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) : (a) It is the constant endeavour of the Airline to improve its services through measures which in-

clude, inter-alia, introduction of new services, augmentation of capacity on existing routes, introduction of better aircraft and provision of more efficient ground and inflight services.

(b) Raipur is linked with Bhopal by a daily Avro flight which operates on the route Bhopal/Jabalpur/Raipur and back. A daily Boeing 737 service on the route Delhi/Gwalior/Bhopal/Indore/Bombay provides a very convenient connection for passengers destined to Delhi/Raipur. In addition, Indian Airlines is operating a twice weekly Boeing 737 service on the route Delhi/Varanasi/Raipur and back. The present capacity to and from Raipur adequately meets the traffic demand and it is not proposed to effect any changes in the services for the present.

Plan and Facilities to Attract Tourists from Foreign Countries to Ashoka group of Hotels

*20. SHRI ANANTA PRASAD SETHI : Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) whether Government have proposed a new plan alongwith some facilities recently to attract more tourists from foreign countries to stay in the Ashoka Group of hotels of ITDC ; and

(b) if so, the details in this regard. THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION : (SHRI ASHOK GEHLOT) : (a) and (b). With a view attracting more tourists from foreign countries to stay in the Ashok Group of hotels, ITDC has recently entered into a Marketing and Reservation agreement with other Hotel Representatives (OHR) of Hong Kong. This agreement provides ITDC the benefit of marketing and reservation facilities with the help of 15 offices of O.H.O.R. located in 11 countries. Under this agreement, OHR, which also represents major hotel chains world-wide, will make sales calls on behalf of ITDC and provide the reservation infrastructure to bring business to ITDC hotels.

ITDC has also introduced the following schemes to attract foreign tourists to its hotels :

(i) *Ashok Young Explorers Travel Plan*

Under this scheme foreign students/youths are being offered a package to come to India during the International Year of Youth (1985) at US \$ 10 per day per head which will include accommodation and breakfast. The package is open to groups of 15 persons and above, with the tour leader and his spouse being given complimentary facility. The offer is open subject to a group maintaining its minimum size.

(ii) *Stop-Over Packages in India*

Under the scheme ITDC provides accommodation to all stop-over passengers travelling from the Far-East to Europe and vice versa, through Delhi and Calcutta, at US \$ 19 per person per day. The package includes accommodation on twin-sharing basis, ground transfers and also a half-day's sight-seeing.

(iii) *International Marketing Effort*

ITDC has also intensified its international marketing effort by active participation in world travel trade forums, such as INTERNATIONAL TOURISM BORSCHÉ (Berlin), FIRARE INTERNAZIONALE DE TURISMO (Madrid), PACIFIC AREA TRAVEL ASSOCIATION, etc.

(vi) *Food-Cum-Cultural Festivals*

In order to project India as a tourist destination, ITDC have also organised several Food-cum-Cultural festivals

abroad. These festivals were held at Rome, Berlin, Mauritius, Athens, Kuala-Lumpur, Dubai and Abu Dhabi during the last year.

Explosion in Mahatma Gandhi Hydro-Electric Station at Jog

*24. SHRI B. V. DESAI : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the 15 mw transformer at the Mahatma Gandhi Hydro-electric station at Jog caught fire and exploded on 19.2.1985 disrupting power supply from that station ;

(b) if so, whether a team of experts from Karnataka Electricity Board rushed to the spot to investigate the cause of the accident ;

(c) whether a number of hydro-electric stations have been damaged due to sabotage ;

(d) whether Central investigation has been ordered into all such fires that had occurred in the hydro-electric and thermal power station in the country ;

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

(f) remedial measures being taken to check such sabotage in the thermal and hydro-electric power station ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) and (b). There was a fire at Mahatma Gandhi Power Station at Jog on 19.2.1985, but there was no explosion. A team of experts from Karnataka Electricity Board is investigating the cause of the fire, but sabotage is not suspected.

(c) to (f). As a result of fire in some power stations damage has occurred but there is no evidence of sabotage. Central investigations were ordered in the case of Koyna hydro-electric power station and Singrauli super thermal station. Instructions have been issued to project authorities to strengthen the safety measures and improve security arrangements.

Evaluation Study of CGHS

*27. SHRI S. M. GURADDI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have made any indepth evaluation study of the Central Government Health Scheme vis-a-vis its objectives;

(b) if so, what are the reports of the study for the last three years; and

(c) what action has been taken on the recommendations thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) to (c). Government have entrusted the National Institute of Health & Family Welfare with the task of carrying out an indepth evaluation of the working of the CGHS in all its facets and to suggest a mechanism for monitoring the deficiencies in the implementation of the scheme for introducing the corrective measures at appropriate level.

The National Institute of Health & Family Welfare proposes to conduct the study in three phases. The report relating to the first phase comprising of the objectives of the scheme, the organisational support required and the infrastructural increases has been received. The Government proposes to take a comprehensive view after all the reports are received from National Institute of Health and Family Welfare.

Replacement of old Tracks

*31. SHRI DHARAM PAL SINGH MALIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that very old tracks on the Indian Railways result in slowing down the speed of many trains, posing safety hazards and increasing the fuel consumption;

(b) if so, the extent to which it has cost additional expenditure per goods train and passenger/mail train separately; and

(c) the measures Government propose to take for changing the old tracks and financial implications thereof?

THE MINISTER OF RAILWAYS

(SHRI BANSI LAL): (a) It is a fact that in case of very old tracks, it some times becomes necessary to impose speed restrictions on condition basis to ensure safety. Fuel consumption in cases of restriction is also marginally affected. No safety hazard is, however, allowed.

(b) No assessment of additional expenditure for goods or passenger/mail train on this account has been made as the occurrence of speed restrictions vary in degree, is on different routes, and hence it is difficult to isolate the precise effect of speed restriction on the overall running time and fuel consumption of a train.

(c) In 1984-85 about 2500 kms of track is proposed to be renewed at a net cost of about Rs. 300 crores. The draft Seventh Plan (1985-90) envisages renewals of approximately 21000 kms of track at an approximate cost of Rs. 2500 crores.

Plan Perspective for Road Development

*32. SHRI AMAR ROYPRADHAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have formulated a plan perspective for development of National Highways ;

(b) if so, what are the main features thereof ; and

(c) if not, reasons therefor ?

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

(a) Presumably, the Honble Member is having in mind the Road Development Plan (1981-2001) formulated by the Council of Indian Roads Congress which is a professional body of Highway Engineers having the support of the Central Government, State Governments etc. A copy of this document has been circulated by this Ministry to all State Governments recommending that this document should be used as a guideline in preparing similar Master Plans for each State and for use in the formulation of the Various Five Year Plans, which will of course, be subject to the availability of resources.

(b) The Plan aims at providing road connection to all villages in the country by the year 2001, thus increasing the total road length from 15.03 lakh km in 1981 to 27 lakh km in 2001. It involves an investment of about Rs.64,250 crores. The Plan aims at Sbalanced development of the road aetwrok including National Highway, ntate Highway and Rural Roads, and places emphasis on crucial issues such

as energy conservation through road improvements, road safety, preservation of environment, modernisation of construction technology hnd research activities.

(c) Does not arise.

[*Translation*]

Railway Accidents During January-February, 1985.

***33. DR. A. K. PATEL :
SHRI KAMAL NATH :**

Will the Minister of RAILWAYS be pleased to state :

(a) the number of Railway accidents during January-February, 1985 indicating the number of persons killed and injured therein as compared to the corresponding months of 1983 and 1984 ; and

(b) the number of persons killed and injured in respect of whom full amount of compensation has not been paid during the above period and the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) The number of train accidents and casualties during January and February, 1985 and in the same months of 1983 and 1984 is as under :-

No. of train accidents

	1985	1984	1983
January	64	66	56
February	85	61	45

Casualties

	1985		1984		1983	
	Killed	Injured	Killed	Injured	Killed	Injured
January	17	50	34	126	9	30
February	48	120	44	87	12	32

(b) No claims have been filed so far in respect of train accidents that occurred during January and February, 1985. As for 1984, only 23 accident compensation claims pertaining to the months of January and February, 1984 are pending. No claim is pending in respect of accidents during January and February, 1983.

[English]

Steps to Meet Country-Wide Power Crisis

*34. SHRI GADADHAR SAHA :
SHRI HANNAN MOLLAH :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) in view of the severe power crisis in the country, whether Government propose to clear all power projects pending with them ;

(b) if so, the details thereof and when these are likely to be approved ;

(c) whether Government are considering to clear the West Bengal Government's proposal to set up a power project at Bakreshwar in the district of Birbhum in West Bengal ;

(d) if so, the details thereof ; and

(e) if not, the reasons thereof ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) and (b). Such Power Projects as are techno-economically viable are cleared and approved, depending on the availability of resources. To meet the shortages of power, projects of an aggregate capacity of over 36,000 MW have been sanctioned and are in various stages of implementation.

(c) to (e). The proposal can be considered for technoeconomic appraisal only after availability of essential inputs, including coal and water, is established.

State Government's Direct Collaboration with Foreign Governments For Power Project

*35. SHRI THAMPAN THOMAS : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether a State Government can directly enter into a foreign collaboration for power projects ;

(b) whether Government of Kerala has entered into an agreement with a foreign country for the construction of a hydro-electric project in the State ;

(c) if so, the details thereof ; and

(d) whether any of the plans for the project has been cleared by the Government of India in this regard ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) and (b). No, Sir. (c) and (d). Do not arise.

Shut Down of DVC Power System

*36. SHRI SANAT KUMAR MANDAL : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the 150-minutes total shut-down of the DVC power system brought to a halt all the activities of the Steel Plants and coal mines and also affected the Railways throughout West Bengal on the 14th February, 1985 ;

(b) if so, whether any Committee had been set up to enquire into the total failure of DVC power system ;

(c) if so, the findings of this Committee ; and

(d) the steps being taken to prevent failure of the DVC power system in future ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKA-

RANAND): (a) to (d). The Thermal Power Stations in the DVC system tripped on 14th morning. Although it took some time to restore normalcy, the total failure of the system was confined to 55 minutes. The power supply to collieries, Steel Plants and Railways dependent upon the DVC system, was affected. Power supply was restored gradually at different off-take points. DVC have set up a Committee to enquire into the causes of failure. Government of India have also set-up a technical Committee to look into the matter and suggest remedial measures. Reports of the Committees are awaited. In the meantime, DVC have issued fresh instructions to its staff on maintenance procedures, with a view to prevent such failures in future.

Psychiatric Trouble and its Treatment

*37. PROF. SAIF UD DIN SOZ : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that 10 to 12 per cent of these affected and receiving medical treatment show symptoms of psychiatric trouble ; and

(b) if so, whether Government propose any action to deal with this situation ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) No empirical data is available to indicate that about 10% to 12% of the persons who receive medical treatment show symptoms of psychiatric troubles,

(b) Does not arise.

Free Education for Girls

*38. SHRIMATI JAYANTI PATNAIK : Will the Minister of EDUCATION be pleased to state :

(a) whether Government have a proposal to provide free education up to 10+2 system for girls ; and

(b) if so, the year from which such proposal is expected to be implemented ?

THE MINISTER OF EDUCATION (SHRI K. C. PANT) : (a) Yes, Sir, Education of girls upto class VIII is already free in most of the Government Local Body and aided schools in the country, Government propose to make girls' education free upto XII Class in all such institutions in the country under a proposed scheme.

(b) A scheme of reimbursements of tuition free for girls in classes IX to XII to the States of /UTs from 1985-86 is being formulated.

[Translation]

Hydro-Electric Potential of Gauri Ganga River (U.P.)

*39. SHRI HARISH RAWAT : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether there is any proposal to start survey/research this year for hydro-electric generation in Gauri Ganga (Uttar Pradesh) ; and

(b) if not, the steps contemplated by his Ministry to exploit the hydro-electric capacity of this river ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKAR ANAND) : (a) and (b). Investigations on Gauri-ganga H. E. Project Stage-I are proposed to be initiated during 1985-86.

[English]

Pakistanis without Valid Travel Documents in India

1. SHRI CHINTAMANI JENA ;
SHRI MOHANLAL PATEL :

Will the Minister of HOME AFFAIRS be pleased to state :

(a) the number of Pakistani nationals held travelling in India without valid travel documents during the year 1984;

(b) the action taken against them;

(c) whether any investigation has been made to know the purpose of their visit;

(d) whether any Pakistani national has been arrested in espionage case out of them; and

(e) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) to (e). Information is being collected and will be laid on the Table of the House.

Assent to State Bills

2. SHRI GADADHAR SAHA : Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of Bills passed by the State Assemblies and yet to get President's assent, State wise ;

(b) when these Bills were received ; and

(c) the present stage of these Bills ?

THE MINISTER OF HOME AFFAIRS (SHRI S. B. CHAVAN) : (a) to (c). A statement indicating the State-wise position as on 10-3-1985 of 52 bills yet to get President's assent, is laid on the Table of the House.

Placed in Library See No. LT-459, 85.]

Conservation and Improvement of Museums

3. SHRIMATI JAYANTI PATNAIK : Will the Minister of CULTURE be pleased to state :

(a) whether Government have a proposal to take steps for the proper conservation and improvement of the museums in the country ;

(b) if so, the number of museums identified in different States for conservation and improvement by the Centre in 1985-86 ; and

(c) what are those museums ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF PERSONNEL AND ADMINISTRATIVE REFORMS AND CULTURE (SHRI K. P. SINGH DEO) : (a) to (c). Museums "being a State subject," the State Governments mainly assist them for their conservation and improvement. The Department of Culture operates a scheme for financial assistance to museums run by universities and voluntary organisations. Applications for 1985-86 for this purpose are yet to be invited.

Pick Pocket Rings in Delhi

4. SHRI G. V. RAMA RAO : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether Government's attention has been drawn to widespread and serious problem faced by citizens due to massive pick-pocket rings operating in Delhi and if so, steps taken proposed to eliminate this menace ;

(b) whether it is a fact that random sample survey has shown that almost every regular bus passenger has been affected once or more ;

(c) whether it is a fact that pick-pockets are operating with the knowledge and support of bus conductors and the police ;

(d) whether it is a fact that many of these offenders carry arms and lethal weapons ; and

(e) whether it is a fact that police stations are reluctant to register such cases ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) :

(a) Yes, Sir. The following steps have been taken to combat the menace of pickpocketing :—

- (i) policemen in uniform and in plain clothes are deployed in running DTC buses and at the bus stops.
- (ii) special drives against pickpockets are undertaken from time to time.
- (iii) strict surveillance is being kept on the activities of the known pick-pockets.
- (iv) special directions to the field officers have been given to remain vigilant over the activities of pickpockets during patrolling in their respective divisions.

(b) No, Sir.

(c) No, Sir.

(d) Yes, Sir.

(e) No, Sir.

Employment of Liaison Officers by Large Industrial Houses

5. SHRI SANAT KUMAR MANDAL : Will the PRIME MINISTER be pleased to state :

(a) whether his attention has been drawn to the news item captioned 'Behind the Scenes' under the heading 'Business in Documents' appearing in the 'Hindustan Times' New Delhi, dated the 11th February, 1985;

(b) whether Government have taken note of the fact that the Liaison Officers employed by Large Industrial Houses are playing with integrity of Government servants in the various public dealing Ministries and are

fishing out vital information for their principals; and

(c) if so, what surveillance Government are exercising or propose to exercise over the activities of these persons ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF PERSONNEL AND ADMINISTRATIVE REFORMS AND CULTURE (SHRI K.P. SINGH DEO) : (a) and (b). Yes, Sir.

(c) Instructions exist for keeping a watch on the undesirable activities of Liaison Officers and also requiring the concerned officers to be careful in dealing with them. It would, however, not be in public interest to disclose the nature and details of surveillance exercised over such persons.

Fire in the Engine of Indian Airlines Boeing at Calcutta.

6. SHRI LAKSHMAN MALLICK : Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether some passengers were injured when the engine of an Indian Airlines Boeing caught fire and the aircraft overshot the runway after touching down at Calcutta airport on 8 February, 1985; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) : (a) Yes, Sir.

(b) An Indian Airlines Boeing 737 aircraft operating as flight No. IC-248 from Kathmandu to Calcutta met with an accident while landing at Calcutta on 8.2.1985. Investigations carried out so far indicate that the aircraft touched the runway surface on its engines and slid 250 feet beyond the end of the runway. The two engines of the aircraft caught fire in the accident. The emergency services of International Airports Authority of India extinguished

the fire and all passengers were evacuated from the aircraft through the escape slides. In the process of evacuation, 14 persons, including 2 members of the cabin crew, received injuries/bruises.

Places Included in National Tourist Map

7. SHRI AJIT KUMAR SAHA : Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) the name of places included in the National Tourist map ;

(b) whether Darjeeling is also included in the said map ;

(c) if not, the reasons therefor ;

(d) whether Government propose to include Darjeeling therein; and

(e) if so, when ?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) : (a) More than 300 places including Darjeeling, Siliguri Kalimpong, Shillong and Agartala have been included in the Tourist Map of India entitled "The Right Place".

(b) Yes, Sir.

(c) to (c). Does not arise in view of answer to part (b) above.

Aid of World Bank For Special Forestry Projects

8. SHRI AMARSINGH RATHAWA : Will the PRIME MINISTER be pleased to state :

(a) whether the world Bank has provided aid for social forestry projects in the country ;

(b) if so, the amount of such aid received by India ;

(c) the amount allocated to Gujarat for the purpose; and

(d) the area covered by this project in Gujarat, and the achievements made so far ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BIR SEN) : (a) Yes, Sir.

(b) Upto the half-year ending September, 1984, an amount of US \$63.1 million has been disbursed. The total amount committed is US \$ 202.80 million.

(c) An amount of US \$ 37 million has been allocated to Gujarat.

(d) 1,05,725 ha. have been covered and 221 million seedlings distributed to the people against the project targets of 1,05,440 ha. and 150 million seedlings, respectively.

Setting up of Helicopter Corporation

9. KUMARI PUSHPA DEVI SINGH : Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) whether Government have a proposal to set up a Helicopter Corporation ;

(b) if so, the purpose of setting up such corporation ;

(c) the time by which it is expected to be constituted; and

(d) the steps taken in the matter ?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) : (a) Yes, Sir.

(b) The Helicopter Corporation has been conceived with the primary objective of providing air transport support to the petroleum sector including exploration and inspection of

pipelines in difficult terrains. The other objectives inter-alia are operations in hilly terrains, tourist charters, passenger transport from airports to central points in cities and relief operations during national calamities.

(c) and (d)- A Committee has been constituted by Government to formulate a detailed project report. The Committee has been asked to submit its report by 15th March, 1958.

Assistance from Delhi Mountaineering Association for Celebration of International Youth Year

10. SHRI ANANT PRASAD SETHI :

SHRI ANIL BASU : Will the MINISTER OF TOURISM AND CIVIL AVIATION (PARYATAN AUR NAGAR VIMANAN MANTRI) be pleased to state :

(a) whether his Ministry plans to organise activities during the year as part of celebrations of International Youth Year and inviting youth participation from India and abroad ;

(b) whether trekking programmes in Sikkim are also included in the plan of Government ; and

(c) if so, whether his Ministry has sought the assistance of guides from the Delhi Mountaineering Association ?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) : (a) A proposal for organising one national Youth festival and 4 regional youth festivals is being considered by the Department. These will be organised in collaboration with the State/UT Governments and youths from all over the country will be invited to participate in the above festivals.

(b) and (c) Government of Sikkim has organised trekking on two routes

during March/April and May/June, 1985. The Department of Tourism is assisting them in publicising these treks in India and abroad. No assistance is being sought by the Government of Sikkim from the Delhi Mountaineering Association as they have their own well trained guides who are more familiar with that region.

Plans For Jail Reforms

11. SHRI PIYUSH TIRKI : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether Government propose to chalk out plans for jail reforms in the country ;

(b) if so, by what time;

(c) whether it includes setting up of high level jail reforms Committee or a Parliamentary Committee for the purpose;

(d) if so, by what time; and

(e) if not, the reasons thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) to (e). As the question of effecting improvements in prison administration had been engaging the attention of the Government, the All India Committee on Jail Reforms was set up in July, 1980 under the Chairmanship of Mr. Justice A.N. Mulla (Retired) to enquire into the matter and make necessary recommendations. The Committee submitted its report in March, 1983. After studying the report, a scheme of Central Assistance for the Modernisation of Prison Administration with special reference to women and young offenders has been prepared in the context of the Seventh Five Year Plan and is under the scrutiny of the Planning Commission.

Claims of Absconders Applying For Swatantrata Sainik Samman Pension

12. SHRIMATI GEETA MUKHERJEE : Will the Minister of HOME AFFAIRS be pleased to state :

(a) what are the present guidelines for certifying the claims of absconders applying for Swatantrata Sainik Samman Pension ;

(b) if an applicant for the pension dies before the case is sanctioned whether the widow can get the widows pension if the husband's case proves sound ; and

(c) if the answer to (b) is in the negative, whether Government propose to change the guidelines in view of the fact that a very large number of applications remain pending for a very long period ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) :

(a) Under the Freedom Fighters' Pension Scheme 1972, a freedom fighters claiming underground suffering against arrest warrant was required to produce documentary evidence from official records such as court document or executive orders proclaiming him an offender etc. A relaxation in this regard was made under the Swatantrata Sainik Samman Pension Scheme effective from 1.8.80 to the extent that in case the official records are not available, a freedom fighter may furnish a certificate from the personal knowledge of a prominent freedom fighter who himself has undergone imprisonment for not less than 5 years. In view of the various representations received by the Government of India, it has been decided to reduce the minimum period of imprisonment of the 'certifying freedom fighter' from 5 years to 2 years. Certificates issued by competent certifiers are however acceptable only if the area of operation i.e. district of the certifier and the applicant during the freedom struggle was the same.

(b) Yes, Sir.

(c) Does not arise.

India's Performance in Cricket

13. SHRI KAMAL NATH : Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state :

(a) whether India's performance in Cricket against England in the last series has exposed the need for better selection, better training and above all ensuring better team spirit during the games;

(b) if so, whether Government have taken up the matter with Cricket Control Board; and

(c) the other effective steps Government propose to take in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF YOUTH AFFAIRS AND SPORTS (SHRI R. K. JAICHANDRA SINGH) : (a) The Indian cricket team, consisting mainly of the same players who played in the different Test matches and one-day internationals against the English cricket team in the winter of 1984-85, has recently won the World Championship of Cricket beating the English, Australian, Newzealand and Pakistan teams. It would not be appropriate, therefore, to ascribe the loss of the Test and one-day international series against England, in the winter of 1984-85, to deficiencies in selection and training or team spirit.

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

Violation of Border Rules by Bangladeshis

14. SHRI PRIYA RANJAN DAS MUNSHI :

SHRI AMAR ROYPRADHAN: SHRIMATI JAYANTI PATNAIK : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether it is a fact that frequent violation of Border rules are witnessed in Indo-Bangladesh Border in West Bengal by the Bangladeshis ;

(b) how many foreign nationals have been detected by BSF in Border of West Bengal and Bangladesh during the 3 last years; and

(c) the steps Government propose to take to strengthen the vigil ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) :

(a) No, Sir.

(b) The number of foreign nationals detected by the BSF on West Bengal-Bangladesh border was 4,120 in 1982; 9,548 in 1983; and 9,864 in 1984.

(c) Constant vigil is maintained by the BSF in the border. Additional BSF units have been inducted and more border out posts have been established. More watch towers are being erected and patrolling over land and riverine routes has been intensified.

Agitation in States Against Reservation Policy

15. SHRI SODE RAMAIAH : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether Government's attention has been drawn to the recent agitation against the reservation in Gujarat and Madhya Pradesh ;

(a) if so, the details and Central Government's stand on this issue ; and

(c) steps taken, if any, by the Union Government to intervene and settle the issue ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) to (c). Reports have been

received that the students in Gujarat and Madhya Pradesh started agitation in both states against the State Governments, decision to increase quota of reserved seats in professional College. The agitation has been in the form of boycott of classes and examinations, holding procession/rallies, bandh, forcible closure of shops etc.

According to the existing Central Government/U.G.C. guidelines on the subject, 22.5% of seats in all are required to be reserved for students belonging to SC/ST communities (15% for S. C. and 7.5% for S. T.). While Central universities are expected to follow the Central Government/U.C.C guidelines regarding reservation for SC/ST, the universities established under Acts of state Legislatures generally follow the reservation policy and instructions issued by the respective state Governments who are primarily responsible for implementation of reservation policy.

Anti-National Activities of Secessionist in J&K

16. SHRI MOHD. MAHFOJ ALI KHAN : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether Government are aware of the growing anti-national activities of the secessionist elements belonging to the so-called Kashmir Liberation Front in the State of Jammu and Kashmir and their recent violent demonstrations when some persons were killed in Srinagar in police firing ; and

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

THE MINISTER OF HOME AFFAIRS (SHRI S. B. CHANAN) : (a) and (b). The Government are aware that some elements are indulging in secessionist and anti-national activities in Jammu and Kashmir. The Government views their activities with concern and brings them to the notice of the State Govt. for appropriate action under law.

Trial of Hijackers in Pakistan

17. SHRI MOHAN LAL PATEL :
SHRI CHINTAMANI JENA :

Will the Minister of EXTERNAL AFFAIRS be pleased to refer to the news item published in the Hindustan Times dated 8 February, 1985 regarding "Pak to try hijackers soon" and state :

(a) the number of hijackers of Indian Planes under detention in Pakistan and since when they are under detention there ;

(b) whether Government of India have approached Pakistan Government for the return of those hijackers to India ; and

(c) if so, the reaction of Government of Pakistan thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KHURSHEED ALAM KHAN) : (a) Five hijackers who hijacked an Indian Airlines plane to Lahore on September 29, 1981, and nine hijackers who hijacked another plane to Lahore on July 5, 1984, have been in the custody of the Pakistan authorities since September 30, 1981 and July 6, 1984 respectively.

(b) and (c). Government have, on different occasions, verbally and in writing, asked the Pakistan Government to either return the hijackers or put them on trial in Pakistan. The trial of the hijackers has begun in Lahore on the 9th March, 1985.

Discussion of Foreign Secretary with his Pakistan Counterpart

18. SHRI ANAND SINGH : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the Foreign Secretary during his visit to Malé in February, 1985 had in depth talks with his Pakistan counterpart on various issues relating to Indo-Pak relations ; and

(b) if so, specific issues which discussed and the outcome thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KHURSHEED ALAM KHAN) : (a) and (b). During his visit to Malé for the SARC Standing Committee Meeting in February 1985, the Foreign Secretary had informal talks with his Pakistan counterpart on various aspects of our bilateral relations and reiterated India's desire for cordial and cooperative relations with Pakistan. Both Foreign Secretaries found these to be useful.

Publication of Consumer Expenditure Survey

19. SHRI THAMPAN THOMAS : Will the MINISTER OF PLANNING be pleased to state :

(a) whether Government have been publishing consumer expenditure survey ;

(b) since when these are being published ;

(c) the latest year for which consumer expenditure survey is available ;

(d) the main trends revealed by the survey ; and

(e) Government's response to these trends ?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI K. R. NARAYANAN) : (a) Yes, Sir.

(b) December, 1952.

(c) 1977-78.

(d) The main trends are as follows :

Survey Round Number	Period of Survey	Monthly Per capita Expenditure	
		(Rupees at current prices)	
		Rural	Urban
16th	July 60-August 61	21.44	29.62
20th	July 65-June 66	28.40	36.65
28th	Oct. 73-June 74	53.31	70.77
32nd	July 77-June 78	68.89	96.15

(c) Government is constantly trying to improve the Per capita Consumption and standard of living of the people.

Loan Assistance to Yeleru Reservoir of Andhra Pradesh

20. SHRI SOBHANEDREESWARA VADDE RAO: Will the Minister of PLANNING be pleased to state:

(a) whether Union Government have received the request from the Government of Andhra Pradesh for loan assistance of rupees fifty crores to enable the Yeleru Reservoir Project to be completed earlier to supply required quantity of water to Visakhapatnam Steel Plant; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI K.R. NARAYANAN : (a) & (b). Yes, Sir, The Government of Andhra Pradesh has been asking for a loan of Rs. 50 crores to complete the Yeleru Project of the state Government to supply water to the steel plant under construction at Visakhapatnam.

The Government of Andhra Pradesh had given an assurance in 1978 to supply water at the plant boundary at

its own cost. In consequence Central investment for the Vizag Steel Plant did not include any provision for this purpose and the Andhra Pradesh Government has been informed by the Department of Steel that it will not be possible to provide this loan.

Inclusion of Haryana, Punjab, Chandigarh and Himachal Pradesh into a Single state

21. SHRI SATYAGOPAL MISRA :

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that some people have been advocating to make Haryana, Punjab, Chandigarh and Himachal Pradesh into single state;

(b) if so, the details thereof; and

(c) the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA): (c) Yes, Sir.

(b) and (c). No such proposal is under consideration of the Government at the moment.

Setting up of a Tourist Complex in Palghat, Kerala

22. SHRI V. S. VIJAYARAGHAVAN: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether there is any proposal for setting up a tourism complex at Palghat in Kerala linking Malampuzha, Nelliampathy, and Parambikkulam etc; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION : (SHRI ASHOK GEHLOT) : (a) and (b). There is no proposal presently under consideration of the Department of Tourism for setting up of tourism complex at Palghat in Kerala linking Malampuzha, Nelliampathy and parambikkulam etc.

However, Malampuzha has been identified by the Department in consultation with the State Government in one of the travel circuits for the development of tourist facilities through the Centre, State and the Private Sectors.

“RESOLUTION IN UNEP MEETING ON POVERTY, POPULATION AND ENVIRONMENT”

23. SHRI M. SUBHA REDDY: Will the PRIME MINISTER be pleased to state:

(a) whether India had moved a Resolution of United Nations Environment programme meeting on 28 May, 1984 in Nairobi on poverty, population and environment which was adopted unanimously;

(b) if so, the implementation measures which have been taken in the country in this respect and the result thereof;

(c) whether Government have succeeded in its efforts to introduce sewerage regulations, discharge of pollutants in rivers from Industries and air pollution; and

(d) if so, the results of these efforts?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BIR SEN) : (a) Yes Sir, A resolution on population and environment was moved by India was adopted.

(b) The resolution envisaged the inclusion of the issue of population in relation to environment as a topic in the state of environment report for the year 1985, Government of India is not expected to take any steps in pursuance of the resolution at this stage.

(c) and (d). Guidelines for sewerage regulations have been framed for 12 Metropolitan cities. They are at various stages leading to enforcement of the regulations. Minimal national standards have been fixed for 12 polluting industries. For others, standards are being formulated. Regulations have been framed under the Air Pollution Control Act. Out of 4109 large and medium industries 1966 units have installed pollution control equipment. Other are being persuaded to adopt necessary measures. The Government has succeeded to a considerable measure in its efforts.

IMPORT OF COLOUR T.V. SET

24. SHRIMATI KISHORI SINHA: Will the PRIME MINISTER be pleased to state:

(a) whether Government have seen a news item in the Economic Times of March 1, 1985 that import of colour T.V. sets is being considered in view of the shortage of these sets;

(b) if so, whether indigenous colour TV makers have protested against this move; and

(c) whether the Government policy of providing colour TV sets at around Rs. 5500/- has failed ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY SPACE AND ELECTRONIC (SHRI SHIVRAJ V. PATIL) : (a). Yes, Sir.

(b) Yes, Sir.

(c). There was no Government policy of providing Colour TV sets at around Rs. 5,500/-. However, based on the reduction in customs and excise duty forming part of the "Measures to further Accelerate the Development of Electronics Industry" announced by the Government on August 18, 1983, Government had felt that CTV sets of 51 cms screen size should be available for around Rs. 5,000/- + local taxes.

Outlay for Uttar Pradesh in the seventh Plan

25. SHRI HARISH RAWAT : Will the Minister of PLANNING be pleased to state :

(a) the total outlay proposed for Uttar Pradesh for the Seventh Five Year Plan ;

(b) the amount earmarked for the hill areas of Uttar Pradesh in this proposed outlay ; and

(c) the time by which consultations between the Uttar Pradesh Government and Planning Commission are likely to be held and the proposal approved ?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI K. R. NARAYANAN) : (a) and (b). The state Government have proposed an outlay of Rs. 16842.60 crores for the Seventh Plan which includes Rs. 1723.30 crores for the hill areas.

(c) The meetings between the Planning Commission and the chief Ministers for finalising the Seventh Plan of States are likely to take place sometime during April, 1985.

Outlay and Expenditure of Each Five Year Plan

27. SHRI CHITTA MAHATA : Will the Minister of PLANNING be pleased to state :

(a) the approved outlay and total expenditure in each Five Year Plan ;

(b) whether there was an excess expenditure in each Plan ; and

(c) if so, the details in this regard and also reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI K. R. NARAYANAN) : (a) and (b). A statement giving the approved Plan outlays and total expenditure is attached. While the figures of approved outlays are at constant base period prices, the figures of actual expenditure are the totals of the year to year Plan expenditure at current prices.

(c) A detailed review of the previous Plans is given in each of the Five Year Plan documents. The Annual Plan documents in turn, review the previous year's Plan. These published documents are available in the Parliament Library.

Statement

Progress of Plan Expenditure

(Rupees in crores)

	Approved Outlay at constant (base period) prices.	Expenditure at current prices
First Plan (1951-56)	2378.00	1960.00
Second Plan (1956-61)	4500.00	4672.04
Third Plan (1961-66)	7500.00	8576.50
Annual Plans (1966-69)	6625.00	6605.00
Fourth Plan (1969-74)	15902.20	15778.80
Fifth Plan (1974-79)	39322.00	39426.20
Annual Plan (1979-80)	12600.70	12176.50
Sixth Plan (1980-85)	97500.30	109950.10 (Provi- sional)

Targets For Seventh Five Year Plan

28. SHRI B. V. DESAI: Will the Minister of PLANNING be pleased to state:

(a) whether full meeting of the newly reconstituted Planning Commission which was presided over by the Prime Minister was held on February 1985;

(b) if so, whether the prime Minister had issued certain guidelines to the planners;

(c) if so, what were those guidelines and whether all these guidelines have been reoriented, and

(d) the main targets set for the Seventh Five Year Plan and by what time the plan is likely to be set up?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI K. R. NARAYANAN): (a) Yes, Sir.

(b) and (c). The meeting discussed the status of preparation of the Seventh Five Year Plan and the Annual Plan 1985-86 outlays. A Copy of the press note issued in this connection summarising the remarks of the Prime Minister is laid on the table of the House. [Placed in library. See No. LT-460/85].

The Planning Commission is currently engaged in the formulation of the Draft Seventh Five Year Plan, 1985-90. Detailed targets for the Seventh Plan are yet to be finalised. It is not possible at this stage to give a firm date for the finalisation of the Plan.

Conference for Elimination of Corruption

29. SHRI C. MADHAVA REDDY: Will the PRIME MINISTER be pleased to state:

(a) whether in a 2 day conference of Chief Secretaries held recently, a programme for eliminating corruption was worked out;

(b) if so, the salient points which emerged in the conference; and

(c) the action being taken in this regard?

THE MINISTER OF STATE IN THE DEPARTMENTS OF PERSONNEL AND ADMINISTRATIVE REFORMS AND CULTURE (SHRI K. P. SINGH DEO): (a) to (c). The Chief Secretaries Conference considered measure for curbing corruption. A three-pronged strategy comprising simplifying rules and procedures, intensifying supervision and surveillance and deterrent punitive action for those found guilty has been suggested.

Setting up of New Nuclear Power Stations in the Country

30. SHRI N. VENKATARATNAM: Will the PRIME MINISTER be pleased to state:

(a) whether Government have any plans of starting new nuclear power stations in the country and if so, steps taken in that direction;

(b) whether any survey was done near Nagarjuna Sagar dam site and a most suitable site was found; and

(c) if so, the reasons for delay in taking up that site for establishment of a nuclear power station?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT,

ATOMIC ENERGY, SPACE AND ELECTRONICS (SHRI SHIVRAJ. V. PATIL): (a) Yes, Sir. A 15 year profile has been drawn up for increasing the installed nuclear power capacity to 10,000 MWe by the year 2000 A.D.

(b) and (c). In respect of the Southern, Northern and Western Electricity regions, the Site Selection Committee of the Department of Atomic Energy has submitted its report on possible sites for locating atomic power stations (upto 2000 A. D.)

Apart from the decision to expand the existing power station at Rawatbhata in Rajasthan with two units of 235 MWe and opening of a new site in Kaiga at Karnataka consisting of two units of 235 MWe each, a final decision on other sites is yet to be taken.

Freight Equalisation Policy

31. SHRI SAIFUDDIN CHOWDHARY: Will the Minister of PLANNING be pleased to state:

(a) whether Government are aware that the freight equalisation policy imposed on certain items available in certain regions of the country has led to the regional imbalance regarding establishment of new industries;

(b) whether Government are planning to extend the freight equalisation policy on the other essential and nationally important articles as a step to remove regional imbalance;

(c) if so, within what time limit Government are going to enforce it; and

(d) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI K. R. NARAYANAN): (a) to (d). The National Transport Policy Committee, which submitted its Report

In 1980, examined the issue of Freight Equalisation and endorsed the view that freight equalisation in industrial commodities did not meet the desirable objective of dispersal of economic activity. The Committee, therefore, recommended that freight equalisation scheme be phased out gradually. Government has accepted the recommendation in principle, subject to subsidisation of transport for remote, inaccessible and isolated areas.

Dacoities and Murders in South Delhi

32. SHRI LALIT MAKEN : Will the Minister of HOME AFFAIRS be pleased to state :

(a) how many dacoities and murders took place in South Delhi since January 1985 ; and

(b) whether Government are planning to open more police stations and depute more mobile police vans in South Delhi ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) and (b). 3 cases of dacoity and 13 cases of murder have been reported in the year 1985 in South Delhi. The South District has at present 14 Police Stations and is also covered by 7 mobile police vans of the control Room which patrol the areas. Besides following steps have also been taken to prevent crime.

1. Increased police presence has been ensured.
2. Intensive foot and mobile patrolling including armed patrolling with walkie/talkie sets and wireless fitted motor cycles.
3. Action under the normal preventive section of Cr. P. C. against bad characters and criminals.

4. Continuous drives by the special squads to detect dacoits and criminals.

5. Surprise checking of vehicles.

6. Patrolling by local residents and private chowkidars in coordination with patrol police.

7. Strengthening of surveillance over known criminals.

Leakage of Secret Documents of Industrial Interest

33. SHRI SRIHARI RAO : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether recent leakages of secret documents are mostly of industrial interest as reported in the Times of India dated 21 February, 1985 ;

(b) whether Government will make public list of all leaked secret documents for the last 25 years by Coomar Narain and Company as also any other similar leaks in possession of the Governments ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) and (b). The case involving leakage of classified documents in which some persons including Government employees have been arrested, is still under investigation. It will not be in the interest of proper investigation to make any disclosure or furnish any other information pertaining to the cases.

Law for Determining Awardees of Freedom Fighters Pension

34. PROF. SAIF-UD-DIN SOZ : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether there is a law for determining the awardees of freedom fighters pension ; and

(b) if so, whether the same law was being applied to Jammu and Kashmir State also ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAMDULARI SINHA) :

(a) and (b). The grant of pension to the Freedom Fighters and their dependents from the Central Revenues is made under the Freedom Fighters Pension Scheme, 1972 now renamed as Swatantrata Sainik Samman Pension Scheme, 1980, which applies uniformly to all the States/U.Ts including the State of Jammu & Kashmir. The Scheme is non-statutory and the pension paid under the Scheme is only as ex-gratia payment.

Exposure of Staff to Radiation In Rajasthan Atomic Power Station

35. SHRI K. RAMAMURTHY : Will the PRIME MINISTER be pleased to state :

(a) whether workers in the Rajasthan Atomic Power Station at Kota are time and again over-exposed to radiation ;

(b) whether the Atomic Energy Regulatory Board, the principal nuclear energy control body in the country, has not ensured strict adherence to all the radiation control measures ;

(c) whether periodic health surveys are not being done ; and

(d) if so, the steps proposed to be taken for protecting the life of the workers in Rajasthan Atomic Power Station at Kota ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY, AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, SPACE AND ELECTRONICS (SHRI SHIVRAJ V. PATIL) : (a) No, Sir. The radiation dose received by the workers is well within the limits prescribed by the Atomic Energy Regulatory Board.

(b) Atomic Energy Regulatory Board is ensuring strict adherence to all the radiation control measures.

(c) Periodic health surveys are being done on a regular basis.

(d) Does not arise.

MLA'S Link with Dacoits

36. SHRI K. RAMACHANDRA REDDY : Will the minister of HOME AFFAIRS be pleased to state :

(a) whether it is a fact that some MLAs of the political parties have been held for links with dacoits (Times of India dated 15 February, 85) and if so, full details thereof ; and

(b) whether there is any proposal to introduce amendments in the proposed electoral reforms to meet such exigencies and prevent entry of undesirable elements in our Parliamentary system ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) :

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

Failure of Kota Atomic Power Station

37. SHRI MOOL CHAND DAGA : Will the PRIME MINISTER be pleased to state :

(a) whether Rawatbhata Atomic Power Station (Kota) was closed on 4 March, 1982 for repairs and started working on 1 February, 1985 but again went faulty on February 3, 1985, if so the reasons for the above loss of energy and financial losses occurred therefrom ;

(b) the total amount spent for repairs during this period towards its spare parts and staff ; and

(c) has responsibility been fixed for this failure ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, SPACE AND ELECTRONICS (SHRI SHIVAJ V. PATIL) : (a) Unit 1 of Rajasthan Atomic Power Station was shutdown on 4th march, 1982 for carrying out permanent repairs to one of the end shields. After successful completion of repairs the unit was recommissioned on 1st February, 1985. The outage taken on 3rd February, 1985 was a planned outage to correct certain deficiencies noticed in the initial operation. The unit is presently operating at about 110 MWe.

(b) The total expenditure incurred on the repairs of the end shield is about Rs. 60 lakhs.

(c) The failure of the end shield was due to a combination of factors including inadequacies in the choice of material, fabrication and inspection methods in vogue at the time of construction, and the operating regime, involving too many unregulated starts and stops.

Report of National Sample Survey

38. SHRI S. M. GURADDI : will the Minister of PLANNING be pleased to state :

(a) whether a Technical Working Group was set up to suggest the acceleration of 'National Sample' Data processing and ways and means of 'bringing out the results within 12 months after completion ;

(b) if so, whether the Group has submitted its report ;

(c) the main features of the recommendations of the Group ;

(d) whether any follow up action has been taken on the recommendations of the Group ; and

(e) the names and details of the National Sample Survey in the past five years conducted and results of which had been brought out within 12 months after completion of the field work?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI K. R. NARAYANAN): (a) Yes, Sir. The working Group was asked to give ways and means to bring out the results within 12 to 15 months after completion of field work.

(b) Yes Sir.

(c) The main feature of the recommendations was effective computerisation of data processing in the NSS involving, inter alia, (i) installation of direct data entry equipment, (ii) restructuring and strengthening of the Data Processing Division, and (iii) suitable training programmes for various categories of staff.

(d) An order for the direct data entry equipment has been placed. A study team of the Indian Institute of Management Ahmedabad has made certain suggestions for strengthening and redeployment of staff which are being processed. A training programme for the different categories of staff has been worked out in collaboration with the firm supplying the equipment.

(e) The surveys conducted during the past five years and the present status of their processing are given in the attached table.

Statement

Period of Survey	Subject	Present status
July 79-June 80	Unorganised sector	Parts of results already released, the rest in the process of being released.
July 80-June 81	Social Consumption	Results expected by June 1985.
July 81-Dec. 81	Disabled persons	Results already released within 15 months.
Jan. 82-Dec. 82	Land holdings, livestock holdings and debt and investment.	Results are being finalised.
Jan. 83-Dec. 83	Employment/unemployment and consumer expenditure	Some provisional results are available for the planning process.
Jan. 84-June. 84	Population, Births & Deaths.	Results under processing
July 84-June. 85	Non-Directory Manufacturing Establishments and Own	Field work is in progress. Account Enterprises.

Declaration of Civil Aerodrome at Trivandrum as an International Aerodrome.

38. PROF. P. J. KURIEN: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether there is a proposal to declare the Civil Aerodrome at Trivandrum as an International Aerodrome;

(b) whether Government have received representation from Kerala in this regard; and

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

CIVIL AVIATION (SHRI ASHOK GEHLOT): (a) to (c). there is no specific proposal under consideration of the Government at present to declare Trivandrum as an International Airport. In January, 1984, a request was received from the Chief Minister of Kerala to declare Trivandrum as an International Airport. It was felt at that stage that the existing International airports in the country were adequate to cater to the need of international traffic, and therefore declaration of any other airport including Trivandrum as an international Airport was not necessary. The Chief Minister of Kerala was apprised of the position accordingly.

The Government have, however, recently appointed a Committee to inter-alia identify other airports for the

development of international operations with a view to reducing the pressure on Bombay Airport.

Site for nuclear power Station in Midnapore District, West Bengal

40. SHRI ANIL BASU : Will the PRIME MINISTER be pleased to state :

(a) whether State Government of West Bengal has suggested a fresh site for a nuclear power station on the bank of Rasulpur River in Midnapore District ; and

(b) if so, when Government are going to take a final decision on this suggestion ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY OCEAN DEVELOPMENT ATOMIC ENERGY, SPACE AND ELECTRONICS (SHRI SHIVRAJ V. PATIL) : (a) No, Sir.

(b) Does not arise.

Guidelines on Administrative Reforms

41. SHRI K. KUNHAMBU : Will the PRIME MINISTER be pleased to state :

(a) whether detailed guidelines have been issued with regard to the proposed administrative reforms ; and

(b) what steps have been taken so far for streamlining the administration ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF PERSONNEL AND ADMINISTRATIVE REFORMS AND CULTURE (SHRI K. P. SINGH DEO) : (a) and (b). Ministries/ Departments have been asked to undertake a review of administrative organisation, procedures and practices and draw up suitable action plans as would be appropriate to their tasks and

needs to reduce delays, enforce accountability, decentralise decision-making processes and simplify rules and procedures.

Upliftment of Electronics Industry

42. SHRI CHINTAMANI JENA : Will the PRIME MINISTER be pleased to state :

(a) the steps being taken for uplift of the electronics industry in the country to put India on the electronics map of the world ;

(b) the details of the proposals under consideration of Government in this regard ; and

(c) the amount earmarked for the electronics industry in the Seventh Five Year Plan ?

MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND DEPARTMENTS OF OCEAN DEVELOPMENT ATOMIC ENERGY, SPACE AND ELECTRONICS (SHRI SHIVRAJ V. PATIL) : (a) and (b). The steps taken in recent years to accelerate growth of the electronics industry in the country are given in the enclosed Statement Government considers from time to time further measures needed in this direction and such proposals are announced as and when these are finalised.

(c) The amount to be earmarked will be decided on finalisation of the Seventh Five Year Plan.

Statement

- (i) A higher rate of depreciation allowance, thereby encouraging the industry for modernisation and investment.
- (ii) Reduced duty on capital equipment, components and raw material.

- (iii) Liberalised licensing and creation of large capacities in components so as to ensure viable production base.
- (iv) Rationalised import policy; canalising and certain types of components for which demand is more than the indigenous supply.
- (v) Providing R&D funds to public sector units and R&D laboratories for upgrading and development of products.
- (vi) Increased TV transmission coverage.
- (vii) Allowing the MRTP/FERA companies to the area of computer peripherals, components and other high technology products.
- (viii) A separate standardisation, Testing and Quality Control (STQC) programme has been initiated to assist manufacturers of electronics goods in improving the quality of their products.

**Sports Equipment Lying unused in
Nehru Stadium**

43. SHRI SANAT KUMAR MANDAL : Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state :

(a) whether it is a fact that at least two crore worth of sophisticated equipment used in athletics, cycling and gymnastics has been lying unused in basements at the Nehru Stadium, New Delhi and is rotting there ;

(b) if so, whether the Sports Authority of India has worked out any scheme for regular utilisation of this equipment ;

(c) if so, the broad outlines thereof ; and

(d) if not what steps are being taken to prevent its rotting, and to put it to proper use ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS (SHRI R. K. JAICHANDRA SINGH) : (a) No Sir. The total value of the equipment purchased for IX Asiad in respect of the three sport disciplines mentioned is about Rs. 52 lakhs only. This equipment is available for use in stores in New Delhi patiala, Bangalore and Calcutta for its utilization. The equipment is made available for use for national coaching camps, national championships and other major sports events. The equipment stored in the Jawaharlal Nehru Stadium is in good condition.

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

**Introduction of Five Day working Week
in Central Government Offices**

44. SHRI K. PRADHANI : Will the PRIME MINISTER be pleased to state :

(a) whether the pros and cons of introducing a five day working week in Central Government offices has since been examined ; and

(b) if so, its outcome and the stage at which the matter stands at present ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF PERSONNEL AND ADMINISTRATIVE REFORMS AND CULTURE (SHRI K. P. SINGH DEO) : (a) and (b). The matter is under consideration.

Lanka Getting U.K. Arms, Gunship.

45. SHRI K. PRADHANI : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether his attention has been drawn to the news item captioned 'Lanka getting UK arms, gunships-new move to combat rebels, appearing in the 'Indian Express', New Delhi dated 4 February, 1985 ;

(b) if so, whether Government have assessed the threat to India posed by this acquisition by Sri Lanka ; and

(c) the steps taken or proposed to be taken in this behalf ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KHURSHED ALAM KHAN) : (a) Yes Sir.

(b) and (c). Yes, Sir. The Government of India have taken note of the recent Sri Lankan efforts at securing arms and ammunition from abroad. These acquisitions pose no threat to India.

Inclusion of Darjeeling in Trekking programme

46. SHRI ANANDA PATHAK : Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) whether there is any proposal to organise Trekking programmes by his Ministry ;

(b) if so, the details thereof ?

(c) whether his Ministry is aware that the Darjeeling is a best place for trekking ;

(d) if so, whether his Ministry has included Darjeeling in the programme ;

(e) if so, details thereof ; and

(f) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) : (a) to (f). The Department of Tourism is not directly organising trekking programmes in the country. However, for the development and promotion of trekking in the Himalayan States, the Department provides assistance for the purchase of equipment and other infrastructural facilities. During 1982-83 an amount of Rs. 1.52 lakhs was released to the Govt. of West Bengal for purchase of trekking/camping equipment for Darjeeling in the Himalayan Region.

Tourism Programme of Government

47. SHRI HANNAN MOLLAH : Will the Minister OF TOURISM AND CIVIL AVIATION be pleased to state :

(a) the Tourism programme of the Government; and

(b) the salient feature of this programme ?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) : (a) and (b). Promotion of a tourism is a continuous process. The programmes and measures being taken in this regard include selective approach to development of tourism infrastructure particularly in centres falling along the identified travel circuits, expansion of tourist attractions including floodlighting of monuments, development of beach resorts, mountain resorts and winter sports, will life tourism, sports tourism such as water sports, mountaineering & trekking etc., improvement and preservation of national heritage areas to increase cultural tourism, provision of facilities at cultural tourism centres, development of buddhist tourism, provision of economy class accommodation for the tourists, construction of Yatrikas/Dharamshalas at pilgrim centres and improvement in the quality and availability of surface transport facilities. The programme also includes

bidding for international conferences and conventions, preparation of tourist publicity material, participation in promotional fairs & exhibitions abroad, joint promotion with international airlines, inviting foreign travel agents, TV teams and travel writers, promotion of charter traffic, expansion of air transport facilities both in terms of services and routes and increased promotional efforts overseas through effective publicity.

**Setting up of a Commission For SC/ST
For Implementation of Schemes
at State Level**

48. SHRI PIYUSH TIRKI : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether Government proposed to set up a Commission for Scheduled Castes and Scheduled Tribes as Scheduled Castes and Scheduled Tribes development agency for the implementation and monitoring schemes at state level ; and

(b) if so, details thereof ?

THE MINISTER OF STATE IN
THE MINISTRY OF HOME AFFAIRS
(SHRIMATI RAM DULARI SINHA) :

(a) No, Sir.

(b) Does not arise.

**"Pollution in Mathabhanga Churni
River in West Bengal"**

49. SHRIMATI GEETA MUKHERJEE : Will the PRIME MINISTER be pleased to state :

(a) whether Government are aware that the Mathabhanga Churni river flowing in Nadia district, West Bengal at the border of Bangladesh is being constantly polluted by the discharge of the sugar mill and the distillery of Keru and Company in Bangladesh ;

(b) whether Government are also aware that this pollution is depleting

the aquatic animals, particularly fish resulting in great distress to the poor fishermen of the area : and

(c) if so, the steps being taken by Government to take up the matter with Bangladesh Government to stop this pollution ?

THE MINISTER OF STATE IN
THE MINISTRY OF ENVIRONMENT
AND FOREST (SHRI BIR SEN) : (a) to
(c), The information is being collected and will be laid on the Table of the House.

**Stricture on Delhi Police in a Gang
Rape Case**

50. SHRI VIJAY KUMAR YADAV : Will the HOME MINISTER be pleased to state :

(a) whether the attention of Government has been drawn to strictures passed on Delhi Police by Additional Sessions Judge in a case of gang rape on 27 February, 1985 :

(b) if so, the details thereof ; and

(c) the action being taken in the matter ?

THE MINISTER OF STATE IN
THE MINISTRY OF HOME AFFAIRS
(SHRIMATI RAM DULARI SINHA) :

(a) Yes, Sir.

(b) and (c). The case pertains to FIR No. 127/82, which was registered on 5.3.82 at the behest of Smt. Asha Rani under Sections 363/365/376/506/34 IPC at Policc Station Hauz Khas, New Delhi. Smt. Asha Rani was abducted from her village Shahpur Jat on 3.3.82 by some miscreants and gang raped by the said miscreants during the night on 3.3.82 4.3.82. All the accused involved in the crime were arrested. After investigation, the case was put in the court on 22.2.84 The learned Court while acquitting the accused in this case, has passed strictures against the Investigating Officer. The matter has been examined and it has been found that there was no

laxity on the part of the Investigation Officer to merit the strictures.

Falsified Recording of FIR Regarding Train Robbery

51. SHRI VIJAY KUMAR YADAV : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether Government's attention has been drawn to the report appearing in Patriot dated 15 February 1985 regarding falsified noting of the FIR on a train robbery case in Flying Mail between New Delhi Station and Nizamuddin Station on the night of February 10, 1985 ;

(b) if so, the details thereof ;

(c) whether any enquiry was conducted into this incident ; and

(d) if so, the progress made so far ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) to (d). The report appearing in the patriot dated 15. 2. 85 relates to case FIR 60 dated 11.2. 85, police Station, New Delhi. The report was lodged by one Shri B. K. Sharma, the complainant, verbatim and is not falsified. In the original statement of Shri Sharma the number of persons involved in the crime were given is four and accordingly, the case was registered under section 392/34 IPC. On investigation it was found that six persons were involved in the crime and accordingly, the case was registered under Section 395/397 IPC (Dacoity). The investigation of the case is being pursued vigorously

Influx of Refugees From Sri Lanka

52. SHRI MAHENDRA SINGH :
SHRI K. PRADHANI :
SHRI KAMAL NATH :
SHRI MAHFOOZ ALI KHAN :
SHRI V. S. VIJAYARAGHAVAN :

SHRI B. V. DESAI :
SHRI SAIFUDDIN CHOWDHURY :
SHRI MATI GEETA MUKHERJEE :
SHRI MATI JAYANTI PATNAIK :
SHRI BALASAHEB VIKHE PATIL :
SHRI N DENNIS :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that thousands of terror-stricken Tamils from Sri Lanka, mostly women and children have arrived at Rameshwaram and other parts of Tamil Nadu as refugees during the last six months ending February, 1985 ;

(b) if so, the details thereof ;

(c) the measures taken by Government to provide them food and shelter and rehabilitate them ;

(d) whether the matter was discussed with the Sri Lankan Minister of National Security during his visit in February or otherwise with the Government of Sri Lanka ; and

(e) if so, the outcome thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KHURSHEED ALAM KHAN) : (a) Yes Sir,

(b) Since the beginning of February 1985 a total of 2722 Sri Lanka Tamil families comprising 11,225 members have arrived in Rameshwaram as refugees from Sri Lanka. This number is in addition to over 50,000 who came after the July 1983 disturbances in Sri Lanka and continue to be in India.

(c) Such a large scale and unabated influx of refugees puts a severe strain on the Govt. As the existing accommodation in camps at Mandappam and

Kottapattu in Tamil Nadu can house only 2500 persons. Efforts are being made to create additional facilities for shelter and for provision for food for the refugees.

(d) & (e). Yes, Sir, Our concern over the fresh influx of Sri Lankan refugees into India was conveyed to the Sri Lankan Govt. We have urged that conditions should be created in Sri Lanka so there would be no exodus of refugees from Sri Lanka to India and those who are in India would be able to return to their country in safety and dignity.

**Expansion Work of the Runway at
Peelamedu Airport**

54. SHRI R. ANNANAMBI : Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) whether Government are aware that Government of Tamil Nadu have already acquired 41.21 acres of land and handed over to the CPWD in July, 1984 for runway expansion work at Peelamedu Airport ;

(b) whether this work will be given top priority in the Seventh Plan so that modern aircrafts such as Boeing and Air buses could be operated from Peelamedu airport and night services connecting Coimbatore with important cities in the country and abroad introduced ;

(c) if so, the details thereof ; and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) : (a) Yes, Sir. Land measuring 42.21 acres has been acquired for extension of the existing runway at Peelamedu (Coimbatore) aerodrome. (b) to (d). Having regard to the urgent need for development of Peelamedu airport to make it suitable for regular Boeing 737 operations, provi-

sion has been made in the Annual Plan, 1984-85 and has also been proposed for inclusion in the Seventh Plan for civil works pertaining to extension and strengthening of runway and associated pavements as well as extension/modification of the terminal building. The civil works will be taken up and completed in the Seventh Plan period. The aerodrome is presently equipped with Medium intensity Runway Lighting System, Taxi-way lights and Apron lights. To facilitate night operations with Boeing-737 aircraft, 2-Bar Visual Approach Slope Indicator System (VASIS) is also being provided. This work is expected to be completed by the end of June, 1985.

**American Plans for Development of
Components of a System for Star
war in Indian Ocean.**

55. SHRI ANANTA PRASAD SETHI : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the U.S.A. Plans to deploy on its basis in the Indian Ocean, components of a system for star war ;

(b) whether the construction of a new station for anti-satellite directing system is already underway in Diego Garcia ;

(c) whether reports have also been received that preparations are also underway for stationing F-15 fighter bombers, equipped with special rockets for hitting targets in the space ;

(d) if so, the details in this regard, if any reports have been received by Government of India in this regard ; and

(e) the names of the countries who have protested in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KHURSHEED ALAM KHAN) : (a) Government of India are aware of reports on the possibility

of the Indian Ocean being used as an intrinsic part of the new U.S. space strategy.

(b) As part of its space defence programmes the U.S. is deploying a worldwide network of five ground based electro optical surveillance sensors. These sensors, which complement existing radars, are designed to detect, track and identify objects in space. Diego Garcia is contemplated as one site for these sensors. Pentagon plans reportedly call for the site to begin operations in financial year 1987.

(c) and (d). There is no information which would confirm that the U. S. Government has deployed F-15 fighter bombers in Diego Garcia. However, U. S. Secretary of Defence Casper Weinberger stated in his Budget testimony to the Congress for financial year 1985 that "F-15 aircraft from which the Miniaturised Homing Vehicle will be launched could be based in the Southern Hemisphere for 'attempted intercepts' of satellites in highly elliptical orbits...."

(c) The overwhelming majority of nations have stated their opposition to the extension of the arms race into outer space. Resolution No. 30/59 adopted by the UN General Assembly in its last session on "Prevention of an Arms Race in Outer Space" received 150 votes in favour with non against and a single abstention. This resolution expressed grave concern at the danger posed to all mankind by an arms race in outer space, in particular the impending danger of exacerbating the current state of insecurity by developments that could further undermine international peace and security." It reiterated the need for negotiating, on an urgent basis, an agreement to prevent such an arms race in outer space.

[Translation]

Allocation of Money to Maharashtra for Implementation of 20-Point Programme

56. SHRI VIJAY MUTTEMWAR :

Will the Minister of PLANNING be pleased to state :

(a) the amount of money allocated to Maharashtra for successful implementation of 20-Point Programme ; and

(b) the percentage of persons still below the poverty line in the State of Maharashtra ?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI K. R. NARAYANAN) : (a) Implementation of the revised 20-Point Programme, announced on 14-1-1982, was taken up from the Annual Plan 1982-83. The revised 20-Point Programme forms an integral part of the State Plans, and the outlays for it, are derived from the relevant developmental sectors. The outlay/expenditure during 1982-83, 83-84 and 84-85 for Maharashtra is shown below :-

Year	(Rs. crores)
1982-83 (Actual)	863.83
1983-84 (Outlay)	953.77
1984-85 (Outlay)	964.71

(b) On the basis of the NSSO 32nd Round (1977-78), the latest Survey for which results are available, the percentage of population below the poverty line in Maharashtra was estimated at 47.71%—55.85% in rural areas and 31.62% in urban areas.

[English]

Inclusion of Nepali Language in Eighth Schedule

57. SHRI ANANDA PATHAK :

Will the HOME MINISTER be pleased to state :

(a) whether Government have now decided to include Nepali language in the Eighth Scheduled of the Constitution of India ; and

(b) if so, when Government propose to do so ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) :

(a) No, Sir.

(b) Does not arise.

Inclusion of Mizo Language in Eighth Schedule

58. SHRI ANANDA PATHAK : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether Government have agreed to include the Mizo language in the Eighth Schedule of the Constitution ;

(b) if so, whether Government propose to include the Nepali language also in the said Schedule ; and

(c) if not, reasons thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) to (c). No such proposal is under consideration. The Government are of the view that inclusion of more languages in the Eighth Schedule would create other repercussions and reactions. However, it is the endeavour of the Government to develop the cultural and literary heritage of all the languages irrespective of their inclusion in the Eighth Schedule.

Bangladeshi Poet

59. SHRI HANNAN MOLLAH : SHRI SYED MASUDAL HOSSAIN :

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

(a) whether Government have asked Daud Haider, an internationally known Bangladeshi Poet to leave India immediately ;

(b) whether Government are aware that his life may be endangered in the hands of fundamentalists as soon as he would enter into Bangladesh ;

(c) whether the attention of Government has been drawn to the appeal made by many eminent persons to them to accept the prayer of Mr. Haider for Indian citizenship ; and

(d) the step, if any Government propose to save the life of the Poet ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) :

(a) His stay in India has been extended till further orders.

(b) No, Sir.

(c) Yes, Sir.

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

'Proposal to Establish A Separate Department for Mountain Development.'

60. PROF. RAMKRISHNA MORE : Will the PRIME MINISTER be pleased to state :

(a) whether Government are aware of the imperative need for preservation of mountains ;

(b) whether Government have received any suggestion for establishing a separate Department of Mountain Development ; and

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

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BIR SEN) : (a) Yes, Sir.

(b) The recommendations of the 72nd Session of the Indian Science Congress Association amongst others include a suggestion for the setting up

of a Department of Mountain Development ;

(c) The Union Department of Environment and the state Departments consider integrated mountain development an area of highest national priority. Accordingly, the Himalayan Institute of Environment and Development with a network of Centres of Advanced Studies, is being set up as an autonomous organisation to concentrate only on environmental problem, of the Himalayan region. In addition Integrated, Action Oriented Eco-Research Programmes have been mounted to find solutions to the location-specific problems in the Himalayas, Western Ghats and other mountain areas in the country. Major emphasis of these programmes is on solving the local problems with public participation. In view of the above it is not considered feasible to create a separate Department for Mountain Development.

“Schemes to Pre-Empt Environmental Damage”

61. PROF. RAMKRISHNA MORE: Will the PRIME MINISTER be pleased to state :

(a) whether Government have drawn schemes to pre-empt further environmental damage in the country ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BIR SEN) : (a) Yes, Sir.

(b) The scheme which have been formulated include the following ;

(i) An action plan for cleaning the polluted stretches of Ganga ;

(ii) River basinwise inventorisation of polluting sources and their control ;

(iii) Implementation of standards polluting industries within a given time frame ;

(iv) Demonstration projects for reclamation of degraded areas ;

(v) Raising of fodder and fuel-wood plantations in 5 million hectares of Westland every year under the aegis of the National Westland Development Board ;

(vi) Social Forestry programme.

(vii) protection of selected ecologically sensitive areas as Biosphere Reserves ; and

(viii) Catalytic assistance for promotion of environmental activities at the State level.

Kidnapping of Students by Bangladesh Rifles Jawans.

62. SHRI DHARAM PAL SINGH MALIK : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Government's attention has been drawn to the news item appearing in the Hindustan Times dated 18 February, 1985 stating that two Indian school students were kidnapped from West Tripura's Narayanpur village, 500 yards inside the Indian territory by intruding Bangladesh Rifles Jawans ;

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

(c) the action taken by Government for their release ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KHURSHED ALAM KHAN) : (a) Yes, Sir.

(b) On 15th February, 1985 at about 1530 hours, two Indian students,

Mr. Parimal Dev resident of village Usha Bazar and Mr. Parimal Sarkar of village Gardhigram inadvertently entered Bangladesh from Narayanpur village on the Indian side and were apprehended by the Bangladesh Rifles.

(c) The PSF Commandant lodged a protest with his counterpart and requested that the two Indian nationals be returned.

A Company Commander level meeting was held on 20th February, 1986 and a flag meeting at the battalion Commander level on 25th February, 1985. The Bangladesh side has informed the BSF that the two Indian students who had been apprehended on the Bangladesh side of the border would be tried as per local laws.

To pursue the matter further, BSF sought a meeting at the Sector Commanders level between DIG BSF Tripura and Sector Commander BDR Comilla on 7th March. The Sector Commander BDR, however, failed to turn up for the meeting.

Government will continue its efforts to obtain the release of the two Indian nationals.

Flouting of Safety Rules by Indian Airlines

63. SHRI DHARAM PAL SINGH MALIK :

SHRI AJIT KUMAR SAHA

Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) whether attention of Government has been drawn to the news item appeared in the 'Hindustan Times' 19th February 1985 under the caption "I. A. flouting, safety rules";

(b) if so, the details thereof;

(c) whether any inquiry has since been conducted in the matter;

(d) if so, the outcome thereof; and

(e) the action Government have taken to follow safety rules in the Air India and Indian Airlines ?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) : (a) Yes, Sir.

(b) The news item mentions that flight safety is being ignored by Indian Airlines and refers in this regard to the following: (i) Flying of aircraft without a Certificate of Airworthiness, (ii) Under-staffing in Indian Airlines Corporation, (iii) Non-maintenance of Minimum Equipment List (M. E. L.), (iv) scuffing of Tyres, (v) Overlanding of HS-748 aircraft and (vi) Absence of Aircraft Maintenance Engineers (AMES)

(c) and (d). The contents of the news item were examined and it was found that there had been no violation of rules affecting the safety of aircraft.

(e) The airlines are required to follow the prescribed procedures strictly, and this is monitored by the Director General of Civil Aviation through spot checks and a system of mandatory reporting of major defects/incidents/accidents etc. These are promptly investigated by the Director General of Civil Aviation and necessary preventive/corrective actions are taken including punitive action, wherever breach of regulations is involved.

Proposal to Boost Tourism Under South India Programme

64. SHRI DHARAM PAL SINGH MALIK : Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) whether there is any proposal under consideration of Government to boost tourism under South India programme;

(b) if so, the details of the programme;

(c) the extent to which it will attract tourists ;

(d) the amount of funds, if any, allocated for the programme ; and

(e) the foreign exchange likely to be earned from this programme ?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) : (a) to (c). Measures taken by the Government to boost tourism to South India include the opening of central Tourists Offices at Bangalore, Cochin and Hyderabad, the provision of funds tourism-oriented infrastructure improvement projects to be undertaken by State Governments and promotional and publicity efforts by the Department's overseas offices to promote such South Indian destinations along with destinations in other parts of the country. Also in preparing itinerary for tours of media representatives, television and film makers and travel agents from abroad who are invited as Departmental guests, selected destinations in South India of special tourist importance are included. Recently, a special tour of South India by 13 top European travel agents was organised and seminar was held at Kovalam Beach, in February, 1985.

As a part of our charter policy, Department has cleared direct landing of charters at Madras and Trivandrum.

Additionally, Indian Airlines allow rebate of 30 per cent on tickets bought by foreign tourists covering South Indian destinations starting from Madras.

(d) In addition to the hospitality programme, Department of Tourism also assist the state Governments in schemes of promotional nature and has released an amount of Rs.72 lakhs to the Southern States during the Sixth Five Year Plan.

(e) The foreign exchange earnings are not measured in terms of a specific State or region. However, according to an RBI estimates the total foreign exchange earnings from tourism during the last three years have been as follows :—

	Rs. in crores
1979-80	920.0
1980-81	1166.3
1981-82	1063.9
1982-83	1130.6

“Delhi the Third Grubbiest city in the World”

65. SHRI P. MANIK REDDY : Will the PRIME MINISTER be pleased to state :

(a) whether according to a World Health Organisation study, Delhi is the third grubbiest city in the World ; and

(b) the steps Government propose to take to see that the situation does not worsen in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BIR SEN) : (a) No such conclusive finding has been brought to the attention of the Government. However, according to a WHO study on urban air pollution, the suspended particulate matter (air-borne dust) in Delhi is considerably high in certain parts of the city on account of natural conditions and industrial activities.

(b) The steps being taken include the following :

(i) The industries are pursued to instal pollution control equipment and legal actions are taken against the erring units ;

- (ii) Incentives are provided for installation of pollution control equipment and shifting of polluting units from the congested areas ;
- (iii) Under the industrial licensing system, for site selection and issue of licences, a procedure has been established for environmental evaluation of industries which are polluting in nature.
- (iv) steps are also being taken to maintain adequate tree cover for acting as a protective barrier against the air-born dust.

Allocation of Funds to Delhi Municipal Corporation

66. SHRI R. P. DAS :
Dr. SARADISH ROY :

Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether the Capital city of Delhi is the most grubby and unhealthy city in the World according to the World Health Organisation ;

(b) the total budget allocation to Delhi Municipal Corporation for the city during the last four years, year-wise ;

(c) how much of the said budget is being sanctioned by the Central Government years-wise ;

(d) whether any audit of the said sanctioned amount has ever been made ; and

(e) if so, how far the said audit report and the WHO report differ in the matter of proper use of the available funds for cleaning the city ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) :

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

Outlay for Agriculture for Madhya Pradesh in Seventh Plan

67. KUMARI PUSHPA DEVI :
Will the Minister of PLANNING be pleased to state :

(a) the total outlay proposed for agriculture during the Seventh Five Year Plan for Madhya Pradesh ; and

(b) the total amount out of that earmarked for agriculture activities under the Tribal sub-plan and for the developments of Scheduled Castes in the State ?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI K. R. NARAYANAN) : (a) The Madhya Pradesh State Government have proposed an outlay of Rs. 339.60 crores under Agriculture & Allied Services for the Seventh Five Year Plan. The Seventh Five Year Plan of all States is yet to be finalised.

(b) Proposals relating to Tribal Sub-Plan and Scheduled Castes Component Plan have not yet been received from the State Government.

Broadcast by Khalsa Voice

68. SHRI CHHITTUBHATI GAMI :
SHRI K. PRADHANI :
SHRI HARISH RAWAT :
SHRI LAKSHMAN MALLICK :
SHRIMATI GEETA :
MUKHERJEE :
SHRI K. KUNJAMBU :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Government's attention has been drawn to the broadcast by the so-called 'Radio Khalistan' ;

(b) whether the British Home Department expressed their inability

in getting correct information in this regard ;

(c) whether Government of India have received any information in regard to 'Khalsa Voice' ; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KHURSHEED ALAM KHAN) : (a), to (c). On February 26, 1985 Radio Luxembourg, a commercial radio station, carried a fifteen-minute programme called "Khalsa Voice" from 1845 hours to 1900 hours, British time. The programme mainly concentrated on explaining the word 'Khalsa', played a few religious songs and a Punjabi film song whose wordings refer to the glory of Punjab etc. The programme concluded by a message from Dr. Jagjit Singh Chauhan, who was referred to by the announcer as 'President of Khalistan'. The message congratulated the producers of the programme for having put "Khalsa Voice" on the air.

The address of the producers of "Khalsa Voice" is given as 38, Hertford Street, Mayfair, London. The question of the broadcast was taken up with the British authorities as soon as our High Commission in London became aware of the possibility of a radio broadcast. Subsequently, the British Home Office stated that they had no formal power to give or refuse clearance to a broadcast by Radio Luxembourg. A second broadcast which was expected to take place on March 5 did not materialise. Radio Luxembourg have decided not to permit programme by "Khalsa Voice".

Visit of Prime Minister to USA and Other Countries

69. SHRI KAMAL NATH : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the Prime Minister

proposes to visit U. S. A. and some other countries this year ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KHURSHEED ALAM KHAN) : (a) and (b). The Prime Minister will be making the following visits abroad during 1985 :

USSR — May, 1985.

France — June, 1985.

Algeria — June, 1985.

USA — June, 1985.

Egypt — June, 1985.

Geneva (to address ILO)— June, 1985.

Bhutan — Exact period still to be decided.

Bahamas (to attend Commonwealth Heads of Government meeting) October, 1985.

New York—(to attend 40th Anniversary Celebrations of U. N.) October, 1985.

Students Agitation in States Against Reservation Policy

70. SHRI KAMAL NATH : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether law and order problem has arisen in a number of States resulting from students agitation against the reservation policy ;

(b) whether any guidelines about the reservation policy have been issued to the States by the Central Government ;

(c) if so, the details thereof ; and

(d) if not, whether Central Government propose to issue any guidelines now ?

MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) to (d). Reports have been received that the students in Gujarat and Madhya Pradesh have started agitation in both states against the state governments' decision to increase quota of reserved seats in professional colleges. The agitation has been in the form of boycott of classes and examinations, holding procession/rallies, bandhs, forcible closure of shops etc.

According to the existing Central Government/U. G. C. guidelines on the subject, 22.5% of seats in all are required to be reserved for students belonging to SC/ST Communities (15% for S. C. and 7.5% for S. T). While Central universities are expected to follow the Central Government/UGC guidelines regarding reservation for SC/ST, the universities established under Acts of State Legislatures generally follow the reservation policy and instructions issued by the respective state Governments who are primarily responsible for implementation of reservation policy.

Report of Sarkaria Commission to Review-Centre-State Relations

70. SHRI AMAL DATTA : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether the Sarkaria Commission set up to review Centre-State relations would be able to complete its report in time ;

(b) if not, the reasons thereof ;

(c) whether Government are considering for extension of its terms if it fails to complete its report in time ; and

(d) the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) and (b). Because of the importance, complexity and enormity of

the work involved in reviewing the Centre-State relations, the Sarkaria Commission would not be able to submit its report within the present term of the Commission which expires on June 30, 1985.

(c) and (d). The proposal for further extension of the term of the Commission is under consideration of the Government.

Death of an Undertrial in Tihar Jail

72. SHRI M. MAHFOOZ ALI KHAN : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether it is a fact that an undertrial lodged in Tihar Jail was recently burnt to death under mysterious circumstances ;

(b) if so, the details thereof ; and

(c) the result of the inquiry, if any, conducted by Government in the matter and the action taken thereon ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) to (c). No Sir. However, an undertrial Shri Rajinder Kumar made an attempt to commit suicide by burning himself in the Tihar Jail on 15.1.1985. He succumbed to burn injuries in the Lok Nayak Jai Prakash Narain Hospital on 16.1.1985. The Magistrate who conducted an inquest in the case is yet to submit his report in the matter.

Indo-US Collaboration for National Silicon Facility at Baroda

73. SHRI M. MAHFOOZ ALI KHAN : SHRI SANAT KUMAR MANDAL : Will the PRIME MINISTER be pleased to state :

(a) whether Government have recently signed an agreement with

Hemlock Semi-conductor Corporation of U. S. for the supply of both technology and equipment for the National Silicon Facility at Baroda ;

(b) whether India's leading scientists have voiced their opposition to the agreement ; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENTS ATOMIC ENERGY SPACE AND ELECTRONICS (SHRI SHIVRAJ V. PATIL) : (a) Yes, Sir. The agreement provides for supply of process know-how, basic engineering and proprietary equipment for production of polysilicon.

(b) and (c). Some Indian scientists have opposed the agreement mainly on the ground that indigenous technology is available for the production of polysilicon of requisite purity.

Killing of Raja Man Singh

74. SHRI M. MAHFOOZ ALI KHAN : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether Government are aware of the killing of Raja Man Singh a senior most legislator in Rajasthan Assembly and a candidate for the recent assembly elections by police firing along with two of his supporters ; and

(c) if so, the reaction of Government with regard thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) Yes Sir,

(b) The State Govt. has reported that they have ordered a judicial enquiry into the incident of firing at Deeg on 21.2.85 by a sitting Judge of the M.P High Court. Some Police personnel responsible for the firing have been placed under suspension.

The case relating to the firing incident has been entrusted to the CBI to ensure speedy and 'impartial investigation,

Price of Colour T. V. Sets :

75. SHRI MOHANLAL PATEL : will the PRIME MINISTER be pleased to state :

(a) whether the price of colour T. V. sets is likely to be increased;

(b) if so, the main reasons therefor;

(c) the approximate price of colour T.V. Set at present and the amount likely to be increased ; and

(d) what steps are being taken to check the rising trend of the colour TV set ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT ATOMIC ENERGY, SPACE AND ELECTRONICS (SHRI SHIVRAJ V. PATIL) : (a) No, Sir.

(b) Does not arise.

(c) The approximate price of the CTV sets in Delhi inclusive of all taxes as per survey conducted by Department of Electronics, varies from about Rs. 6,500 - to Rs. 10,600/-. No increase in the price is expected.

(d) Government has taken following indirect measures to bring down the price of CTV sets :

(i) issuing industrial approvals liberally, with out any upper limit on capacities so that economically viable level of production could be achieved and competition encouraged.

(ii) reducing Government levies like customs duty on imported raw materials/ components, reduction in excise duty, etc.

(iii) Department of Electronics has set up a high power TV Co-ordination Committee under the Chairmanship of Secretary, Electronics with representations from Indian TV Manufacturers Association, and Electronic Components Industries Association, to review and monitor the Progress of manufacture of TV sets. The question of maximum price to be charged for a CTV set has been discussed in the various meetings of the above Committee. In the meeting of this Committee held on 16.8.84, ITMA committed that from 15th October, 1984, cost of the CTV to the customer with all taxes and one year guarantee in Delhi will not be more than Rs. 7500/- with electronic tuner Rs. 7000/- with turret tuner.

Further, in the meeting of this committee held on 21.2.85, ITMA was requested to advise all their members to provide the list of their CTV dealers all over India and their all-inclusive customer price inclusive of 1 year warranty, of various models of CTV sets. ITMA agreed to do. These lists would then be made public.

(iv) Electronics Trade & Technology Development Corporation (ET&T), a public sector undertaking under the Department of Electronics, under their "material Technology Brand" (MTB) programme will provide help to small scale units to produce quality products at reasonable cost by supplying material procured by them in bulk along with necessary technology.

Activities of Punjab extremists

76. SHRI ANAND SINCH : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether activities of Punjab extremists have been continuing and there to and fro' movement across the borders with Pakistan going on ; and

(b) if so, the details of such activities and movements which have come to Government's notice during the past five months ?

THE MINISTER OF HOME AFFAIRS : (SHRI S. B. CHAVAN) : (a) and (b). Stray incidents of violence by extremist elements have been taking place in Punjab during the past five months and movement of such elements across the borders has come to notice. Strict vigilance is being maintained in this regard by the authorities.

Enquiry Into Riots In Delhi

77. SHRI SATYA GOPAL MISHRA : SHRI CHITTA MAHATA :

Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether Government have ordered any inquiry into the riots which took place in Delhi in the wake of the assassination of the late prime Minister ;

(b) if so, the details thereof ; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) to (c). The Commissioner of Police Delhi, has appointed Shri V. P. Marwah, Additional Commissioner of Police, Delhi, to enquire into the following matters connected with the riots which took place in Delhi in the wake of the assassination of the former prime Minister :-

(i) to identify instances of serious failure and negligence, if any, on the part of individual police officers/men.

(ii) to identify good work, if any

done by individual police officer/men so that they are suitably rewarded.

- (iii) to identify the deficiencies and limitations of manpower and equipment of the police force and to suggest measure to tone up the functioning of Delhi police to meet the challenges in the days to come.

Setting up of Atomic Power Plant In West Bengal

78. SHRI SATYA GOPAL MISRA :
SHRI SAIFUDDIN CHOWDHARY:

Will the PRIME MINISTER be pleased to state :

(a) whether Government are considering to set up an Atomic Power plant in West Bengal ;

(b) whether Government have received any proposal from the West Bengal Government for this project ;

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

(d) steps so far taken by the Government on the said request of the West Bengal Government ; and

(e) if not, steps taken and the reasons for the delay ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY, AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT ATOMIC ENERGY, SPACE AND ELECTRONICS (SHRI SHIVRAJ V. PATIL) : (a) to (c). West Bengal Government hat proposed a site in Midnapore District for evaluating suitability for setting up an atomic power plant. The proposal is being examined by the Site Selection Committee. The report of the Committee for the Eastern Region of which West Bengal forms a part is awaited.

Construction of Calicut Airport

79. SHRI V. S. VIJAYARAGHAVAN : Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether the construction of the Calicut airport is being delayed ;

(b) if so, the reasons thereof ; and

(c) the time by which it will be completed ?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) : (a) No Sir.

(b) Does not arise.

(c) The work is expected to be completed by December, 1987.

Enquiry into Assassination of Smt. Indira Gandhi

80. SHRI V. S. VIJAYARAGHAVAN :
SHRI K. KUNJAMBU :

Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether the enquiry Commission set up to investigate the assassination of Smt. Indira Gandhi has completed its work ;

(b) if not, when is it likely to complete the work ;

(c) whether Government have carried out a thorough review of the measures taken for the security of the Prime Minister and found lapses in the security set up ; and

(d) if so, the steps taken to plug all the loopholes in the security system ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) :

(a) and (b). An one man Commission of Inquiry presided over by Mr. Justice M. P. Thakkar was set up in November, 1984 to investigate the assassination of Smt. Indira Gandhi. It is expected to complete its work with in a period of six months.

(c) and (d). The security arrangements for the Prime Minister are subject to constant review and steps to strengthen various arrangements are taken from time to time. It is not in the public interest to disclose the details.

Unsuccessful Bid on Life of Janata Candidate

81. SHRI M. SUBBA REDDY :

Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether it is a fact that there was an unsuccessful bid on the life of a Janata Candidate on 23rd February, 1985 in Sriganaganagar and if so, full details thereof (Hindustan Times of 24th February, 1985) ; and

(b) whether it is a fact that in the context of earlier incident of shooting of Shri Man Singh, M. L. A. the present case has caused fear and tension ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS. (SHRIMATI RAM DULARI SINHA):

(a) No, Sir.

(b) No, Sir

Candidates Killed During Assembly Elections

82. SHRIMATI KISHORI SINHA : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether several candidates were shot at and killed during the recent Assembly elections resulting in countermanding of elections in those constituencies ;

(b) if so, whether Centre fears organised violence developing as a means of stalling elections ; and

(c) if so, what guidelines have been issued to States, to prevent this ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) :

(a) Yes, Sir.

(b) and (c). No Sir.

However Central Government had issued instructions to State Governments, prior to the commencement of the election which inter-alia had suggested that special care should be taken for the protection of candidates as deliberate attempts might be made on their lives with a view to getting the elections countermanded.

[Translation]

Proposals from States for Inclusion of Certain Castes in the List of SCs/STs

83. SHRI HARISH RAWAT : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether Government have received proposals from the States to the effect that certain castes be included in the list of Scheduled Castes and Scheduled Tribes ;

(b) if so, the names of castes in U.P. which have been proposed for inclusion in the said list ; and

(c) the reaction of Government thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) ;

(a) Yes, Sir.

(b) The names of communities proposed by the State Government of Uttar Pradesh for fresh inclusion in the list of Scheduled Castes and Scheduled Tribes in Uttar Pradesh cannot be disclosed in the public interest.

(c) The proposal of the State Government along with similar other proposals are being considered in the context of the proposed comprehensive revision of the lists of Scheduled Castes and Scheduled Tribes as the amendment in the existing lists of Scheduled Castes and Scheduled Tribes can be done only through an Act of Parliament in view of Article 341(2) and 342(2) of the Constitution.

Representations for Declaring Some Development Blocks in U. P. as Tribal Areas

84. SHRI HARISH RAWAT : Will the minister of HOME AFFAIRS be pleased to state :

(a) whether Government have received representations for declaring Dharchula, Munsyari and Joshimath development blocks in Uttar Pradesh as tribal areas ;

(b) if so, whether these development blocks will be declared as tribal areas ; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) to (c). The State Government of Uttar Pradesh proposed to include Dharchula, Munsyari and Joshimath development blocks in the Tribal sub-Plan-area. The proposal is being examined in consultation with the Planning Commission.

[English]

Proposal of Holding Talks Between India and Sri Lanka

85. SHRI HARISH RAWAT : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether there is a proposal to hold talks at Secretaries level between India and Sri Lanka for solving the problem of the Tamil people ; and

(b) if so, the reaction of the Government of India thereto and the time by which the talks are likely to be held ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KHURSHEED ALAM KHAN) : (a) and (b). Consultations are at present through diplomatic channels at various levels.

Guideline to States Regarding Grant of status of Industry to Tourism

86. SHRI BASUDEV ACHARIA : Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) whether Union Government have given some guidelines to the States with regard to the granting of status of industry to tourism ;

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

(c) the facilities and concessions that will be available for tourism by getting the status of an industry ?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) : (a) to (c). The Approach Paper for the Seventh Five Year Plan approved by the National Development Council (NDC) in July 1984 recommended that Tourism should be accorded the status of an Industry. The State Governments have accordingly been requested to declare tourism as an industry so that concession available to other industries also become applicable to Tourism. In response to this the following States have already granted Tourism the status of Industry, Meghalaya, Karnataka, West Bengal, Himachal Pradesh and Orissa.

Visit of Minister for National Security of Sri Lanka

87. SHRI CHITTA MAHATA : Will the Minister of EXTERNAL AFFAIRS be pleased to state ;

(a) whether Minister for National Security of Sri Lanka visited India during the month of February, 1985 and had a discussion with various VIPs including the Prime Minister; and

(b) if so, the outcome thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KHURSHED ALAM KHAN) :

(a) and (b). Yes, Sir. He had a discussion with the Prime Minister on the Tamil ethnic problem in Sri Lanka and bilateral matters. He also met Indian leaders and officials. The discussions were useful.

Setting up of a National Integration-Cum-Human Rights Commission :

88. SHRI CHITTA MAHATA
Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether it is a fact that Government have received a proposal to set up a National Integration-cum-Human Rights Commission; and

(b) if so, the details thereof and decision taken so far in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) :

(a) and (b). Yes, Sir, such a recommendation has been made by the Minorities Commission in their Fourth Annual Report for the period 1st January, 1981 to 31st March, 1982. The Commission itself did not specify the details of such a Commission.

2. As regards the Government's decision in this regard, it was explained that the existing constitutional safeguards such as the Fundamental Rights, the Directive Principles of State, Policy, the protective provisions for Scheduled Castes, Scheduled Tribes, the weaker sections and the minorities, the writ jurisdictions of the Courts and the existing insti-

tutional framework of the Minorities Commission, the scheduled Castes and Scheduled Tribes Commission and the offices of the Special Officers for Scheduled Castes and Scheduled Tribes and the Linguistic minorities as also the National Integration Council and its Committees provide adequate safeguards to such sections of society.

Cut in Size of Annual Plans for States

89. SHRI B.V. DESAI : Will the Minister of PLANNING be pleased to state :

(a) whether Planning Commission has curtailed the size of annual plans of the States;

(b) if so, whether this was necessitated because of the resources constraints;

(c) whether this cut had led to postponement of finalisation of the outlays for some of the States;

(d) whether States annual plans have been cleared by the Commission; and

(e) if so, to what extent their original plans have been reduced?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI K. R. NARAYANAN) : (a) to (e). The Annual Plans 1985-86 of the States have not yet been finalised. In view of the fact that a number of the States had to go to the polls early in March, it was considered that it would be appropriate to have the discussions with the States for the finalisation of their Annual Plans after the elections.

Settlement of Assam Issue

90. SHRI B. V. DESAI :
SHRIMATI GEETA
MUKHERJEE :
SHRI BALASAHEB VIKHE
PATIL : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether the Assam agitation leaders have softened their stand and have agreed for disenfranchisement of illegal immigrants between 1961-71 ;

(b) if so, whether this attitude of Assam agitators has improved the prospects of agreement in regard to settlement of Assam issue ;

(c) if so, whether any solution to the problem has been reached ; and

(d) if not, by what time the final agreement is likely to be reached ?

THE MINISTER OF HOME AFFAIRS (SHRI S. B. CHAVAN) : (a) to (d). Informal discussions have been held between representatives of the Government and the agitation leaders. While no specific solutions have emerged, Government are hopeful that solutions acceptable to all concerned will be found at an early date.

Declaration of no Man's Land Along Indo-Pak Borders

91. SHRI B. V. DESAI : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether Government propose to declare as no man's land the 500 metre stretch along the Indo-pak border in the State of Punjab to check the movement of extremists ;

(b) if so, whether the three districts of Amritsar, Gurdaspur and Ferozepur will be covered under this scheme ;

(c) if so, whether barbed-wire fencing is also being considered as one of the steps for checking this ; and

(d) what are the other methods being considered ?

THE MINISTER OF HOME AFFAIRS (SHRI S. B. CHAVAN) : (a) to (d). No such proposal is under Government's consideration at present.

"Clearance to Teluge Ganga Project"

92. SHRI N. VENKATARATNAM : Will the PRIME MINISTER be pleased to state :

(a) whether the Telugu Ganga project aimed at supplying drinking water to Tamil Nadu and irrigation facilities in Rayalaseema in Andhra Pradesh has been cleared by the Union Government ; and

(b) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BIR SEN) :

(a) No, Sir.

(b) An Expert Group has been constituted by the Department to visit the site and collect necessary additional data for a realistic environmental impact assessment. The project will be considered after the necessary data has been received, collated and analysed.

Guidelines for Setting up of Projects

93. SHRI N. VENKATARATNAM : Will the Minister of PLANNING be pleased to state :

(a) the guidelines for the Union Government to take up project for itself in the states ;

(b) number of such projects taken up by Union Government in other States, and the cost thereof ;

(c) number of each project requested by Government of Andhra Pradesh to be taken up by Union Government ; and

(d) whether Government have taken them up ; if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI K. R. NARAYANAN) : (a) The Central Government takes up projects in sectors that fall within its jurisdiction (Central or concurrent list) generally on the basis of develop-

mental needs and on techno-economic considerations.

(b) In the absence of any indication of the period and the minimum capital cost of an individual project in respect of which the information is being sought, the time and effort required for the collection of information will not be commensurate with the purpose to be achieved. However, the quantum of investment in terms of gross block in different states obtaining at the end of 31-3-1983 in the

Central Public Enterprises as reported in the Public Enterprises Survey (1982-83) of the Bureau of Public Enterprises, Government of India is indicated in the statement enclosed.

(c) and (d). In the absence of any indication of the period and the minimum capital cost of the individual projects the time and effort required for the collection of information will not be commensurate with the purpose to be achieved.

Statement

Sl. No.	Name of the state/Union Territory	Value of Gross Block as on* 31.3.1983
1.	Andhra Pradesh	2118.60
2.	Assam	1556.38
3.	Bihar	4692.33
4.	Gujarat	1114.55
5.	Haryana	314.70
6.	Himachal Pradesh	168.11
7.	Jammu & Kashmir	23.91
8.	Karnataka	1064.82
9.	Kerala	617.53
10.	Madhya Pradesh	3861.02
11.	Maharashtra	3993.22
12.	Orissa	1522.45
13.	Punjab	485.85
14.	Rajasthan	543.47
15.	Tamil Nadu	1332.75
16.	Uttar Pradesh	2490.57
17.	West Bengal	2394.14
18.	Delhi	995.49
19.	Goa	11.97
20.	Other States/Union Territories	242.79
21.	Unallocated	2424.04
Total :		31968.69

* Gross Block for this purpose includes capital work in progress, unallocated capital expenditure and other miscellaneous assets besides the original cost of procuring and erecting the fixed assets.

Source : Public Enterprises Survey 1982-83, Bureau of Public Enterprises, Government of India-Page. 10.

Trial of Hijackers.

(b) No, Sir.

94. SHRI LAKSHMAN MALLICK : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Government's attention has been invited to the news item in Hindustan Times dated 16 February, 1985 that 'Khalistan' protagonists are sending a team of legal experts to Pakistan in connection with the trial of Sikh hijackers ; and

(b) if so, the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KHURSHEED ALAM KHAN) : (a) Yes, Sir,

(b) The Government of Pakistan have informed us that, under Pakistan laws, foreign lawyers are not permitted to appear before Pakistan courts but consultations can take place with foreign lawyers outside the court.

"World Meet of Poets" At Delhi

95. PROF. SAIF-UD-DIN SOZ : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the world meet of Poets was to take place in Bharat Bhawan (Bhopal) in the last week of February, 1985 ; and

(b) whether the venue had been shifted to Delhi at the eleventh hour ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KHURSHEED ALAM KHAN) : (a) The Valmiki World Poetry Meet was originally due to be held in November, 1984 under the Joint sponsorship of Indian Council for Cultural Relations and Bharat Bhavan, Bhopal. The inaugural and closing sessions were due to be held in New Delhi whereas other sessions would have been held in Bhopal. The postponed Meet was held in Delhi March 1 to 7, 1985 under the sole sponsorship of ICCR.

Decline in Tourist Traffic

96. SHRIMATI JAYANTI PATNAIK : Will the Minister of Tourism AND CIVIL AVIATION be pleased to state :

(a) whether there has been a sharp decline in the growth of tourist traffic in the country in 1984-85 ;

(b) if so, the main factors responsible therefor ;

(c) the details of the fall in the tourist traffic ;

(d) the target of tourists set for 1985-86 ; and

(e) the steps proposed to be taken to achieve the target in 1985-86 ?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) : (a) to (b). Foreign tourist arrival during 1984, excluding the nationals of Pakistan and Bangladesh 852, 503 as compared to 884, 731 arrivals during 1983. The marginal decline was mainly due to internal disturbances in some parts of the country in the latter half of the year and their adverse media coverage abroad.

The proposed target for 1985 is one million tourist arrivals. The steps being taken to achieve this target include aggressive overseas publicity campaign with special emphasis on conference facilities, holiday resorts in India, stepping-up of public relation with tour-operators and travel agents, participation in international travel fairs and exhibitions, the development of infrastructural facilities and improvement of transport systems.

Outlay for Women's Welfare in Seventh Plan

97. SHRIMATI JAYANTI PATNAIK : Will the Minister of PLANNING be pleased to state :

(a) the total outlay proposed for the Seventh Plan for schemes regarding women's welfare ;

(b) the various women welfare works to be included in the Seventh Plan proposal ;

(c) the Seventh Plan target set for the development of women under those welfare schemes ; and

(d) the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI K.R. NARAYANAN) : (a) to (c). The Seventh Plan is still under preparation. The proposed outlays, schemes, and targets are yet to be finalised.

(d) Does not arise.

[*Translation*]

Loss Suffered by ITDC Hotels

98. SHRI MOOL CHAND DAGA : Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) the total number of hotels being run by the India Tourism Develop-

ment Corporation in the country, which have suffered loss during 1982, 1983 and 1984 and the extent of loss suffered in each of these hotels alongwith the reasons for the loss ; and

(b) the amount invested in each of the hotels incurring profit and whether the return on each hotel is equivalent to 11 per cent of the capital invested in each of them ?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) : (a) A statement showing the profit and loss account in respect of ITDC hotels pertaining to the financial years 1981-82, 1982-83 and 1983-84 is appended at statement 'A'.

The main reasons for the loss suffered by certain ITDC hotels are decline in tourist traffic, creation of surplus hotel capacity in Delhi, heavy burden of depreciation and interest for commissioning new hotels and the fact that some of these hotels had to be located for purely promotional and commercial reasons.

(b) Necessary information is given at statement 'B'.

Statement—A

(Rs. in lakhs)

S. No.	Name of the Unit	81-82	82-83	83-84
1	2	3	4	5
1.	Ashok Hotel, New Delhi	189.84	124.90	3.10
2.	Hotel Ashok, Bangalore	4.21 (—)	47.64 (—)	5.49
3.	Akbar Hotel, New Delhi	89.12	109.28 (—)	18.01
4.	Kovalam Ashok Beach Resort, Kovalam	(—) 18.49 (—)	10.34	1.35
5.	Qutab Hotel, New Delhi	0.11	10.75 (—)	2.15
6.	Lalitha Mahal Palace Hotel, Mysore	(—) 5.95 (—)	2.34 (—)	1.09

1	2	3	4	5
7. Hotel Airport Ashok, Calcutta	(—)	7.61 (—)	10.47	38.53
8. Samrat Hotel, New Delhi	—	(—)	70.89 (—)	206.67
9. Janpath Hotel New Delhi	14.70		41.09	68.00
10. Hotel Varanasi Ashok Varanasi	(—)	2.97 (—)	8.17	0.34
11. Hotel Jaipur Ashok, Jaipur	(—)	7.11 (—)	3.19 (—)	3.75
12. Kanishka Hotel New Delhi	—	(—)	24.11	51.10
13. Lodhi Hotel, New Delhi	14.51		27.87	23.16
14. Ranjit Hotel, New Delhi	5.99		7.42 (—)	8.62
15. Hotel Hassan Ashok, Hassan	0.63	(—)	0.72 (—)	1.68
16. Laxmi Vilas Palace Hotel, Udaipur	1.56		6.58	11.65
17. Temple Bay Ashok Beach Resort, Mamallapuram	(—)	2.80 (—)	3.91 (—)	3.22
18. Hotel Kalinga Ashok, Bhubaneswar	(—)	1.25	4.64	3.41
19. Hotel Madurai Ashok, Madurai	(—)	10.20 (—)	8.95 (—)	6.67
20. Ashok Yatri Niwas, New Delhi	—	(—)	26.71 (—)	14.18
21. Hotel Jammu Ashok, Jammu	(—)	5.65 (—)	2.76 (—)	2.32
22. Hotel Aurangabad Ashok, Aurangabad	(—)	11.80 (—)	6.10 (—)	1.06
23. Hotel Khajuraho Ashok, Khajuraho	(—)	3.53 (—)	6.45 (—)	3.34
24. Hotel Pataliputra Ashok, Patna	(—)	7.49 (—)	7.71 (—)	9.48

Statement—B

Name of the Units	Equity Capital	%age of return on Capital
1981.82	(Rs. in lakhs)	
1. Ashok, New Delhi	281.12	67.5
2. Janpath, New Delhi	—	—
3. Lodhi, New Delhi	12.49	116.2
4. Ranjit, New Delhi	—	—
5. Ashok Bangalore	122.79	3.4
6. Akbar, New Delhi	85.20	104.6
7. Hassan Ashok	8.86	7.1
8. LVP Hotel, Udaipur	17.48	8.9
9. Qutab, New Delhi	51.36	0.2
1982.83		
1. Ashok, New Delhi	373.67	33.4
2. Janpath, New Delhi	17.72	231.9
3. Lodhi, New Delhi	8.40	331.3
4. Akbar, New Delhi	77.73	140.6
5. LVP Udaipur	17.36	37.9
6. Kalinga Ashok, Bhubaneswar	29.93	15.4
7. Qutab, New Delhi	47.11	22.8
8. Ranjit, New Delhi	—	—
1983.84		
1. Ashok, New Delhi	464.59	0.7
2. Janpath, New Delhi	21.55	315.5
3. Lodhi, New Delhi	14.93	155.1
4. Kovalam Ashok	102.56	1.3
5. LVP Udaipur	21.26	54.8
6. Airport Ashok, Calcutta	156.73	24.6
7. Kalinga Ashok, Bhubaneswar	27.89	12.2
8. Kanishka, New Delhi	548.37	9.3
9. Varanasi Ashok	60.80	0.6

[English]

Increase in Import of Fire Arms

99. SHRI MOOL CHAND DAGA :
Will the Minister of HOME AFFAIRS
be pleased to state :

(a) whether his attention has been drawn to news-item 'Firearms Import on the Rise' appearing in times of India, New Delhi, dated 20th December, 1984 ;

(b) if so, the figures of such imports for the last three years showing the name of the foreign country, name of the State in the country, giving yearwise breakup ; and

(c) whether the number is on the increase or decrease as compared to the period prior to last three years and reasons for the same ?

THE MINISTER OF STATE IN
THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) Yes, Sir.

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

Surveys of National Statistical system

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

(a) the major periodicals and surveys of the national statistical system ;

(b) the periodicity fixed for periodicals and surveys ;

(c) the time lag in their publication compared with the basic norm recommended by the Estimates Committee in its 33rd Report 1981-82 viz that the time lag for all periodicals and time-series statistics should not exceed the periodicity of the statistics ; and

(d) what steps are being taken to reduce the time lag where it is excessive ?

THE MINISTER OF STATE IN
THE MINISTRY OF PLANNING
(SHRI K. R. NARAYANAN) :

(a) A list of major publications and surveys of National Statistical System is given in the statement attached.

(b) Periodicity is indicated in the statement mentioned at (a) above.

(c) The norm and the time lag are also given in the statement referred to at (a) above.

(d) Steps being taken include

(i) Replacement of out-dated and obsolete data processing equipment by the modern direct data entry system at the data Processing Centres of the Department of Statistics and restructuring of staff for efficient handling of the new system.

(ii) Setting up of a captive printing unit in one of the Government of India Presses to meet the printing requirements of the Department of Statistics.

Statement

Sl. No.	Publication/Survey	Month of release printing	Norm* (month)	Time lag (month)
1	2	3	4	5
1.	Statistical Abstract India (Annual) 1982 (data up to March, 82).	Nov. 84	12	32
2.	Statistical Pocket Book, India (Annual) 1983 (data upto March, 83).	Dec. 84	12	21
3.	Monthly Abstract of Statistics (Monthly).		1	1
4.	Basic Statistics relating to Indian Economy (Annual) 1981-82.	July. 84	12	28
5.	India's Economy in Figures (Annual) 1983-84	Dec. 84	12	9
6.	National Accounts Statistics (Annual) 1984 (data upto 1981-82)	Jan. 84	12	22
7.	Annual Survey of Industries (Annual) 1981-82.	Feb. 85	12	18**
8.	Index of Industrial Production (Quick) Monthly.	Feb. 85	1	7 weeks
9.	Economic Census 1980.	Feb. 85	2-3 Years	4 years
10.	Directory Manufacturing Establishment Survey 1978-79	Apr. 84	12	54**
11.	Directory Establishment Survey 1979-80.			
	(i) Trade	Aug. 84	12	46**
	(ii) Hotels and restaurants	Sep. 84	12	47**
	(iii) Services	Feb. 85	12	52**
	(iv) Transport	Mar. 85	12	53**
12.	Sarvekshana (Quarterly)	Aug. 84	3	4

*basic norm recommended by the Estimates Committee, 33rd Report, 1981-82.

**from the completion of field work.

1	2	3	4	5
13. Employment-Unemployment and Consumer Expenditure 1983 (Quinquennial)		Feb. 85		Priority results made Available to Planning Commission
14. Non Factory Manufacturing Own Account and non-Directory (Quinquennial) 1978-79.		—	14	12 Provisional results available.
15. Unorganised Trade, Transport, Hotel and Restaurants, and Services Own account and non-Directory (Quinquennial) 1979-80			12	12 Under Processing

Relief For Sri Lankan Tamils in Tamil Nadu :

101. PROF. P. J. KURIEN : Will the Minister of HOME AFFAIRS be pleased to state :

(a) the total amount sanctioned for the relief of Sri Lankan Tamils arrived in Tamil Nadu ;

(b) whether Government would set up a Central Committee to study the grievances of refugees in Tamil Nadu ; and

(c) the various measures being taken by the Government to help the refugees ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAMDULARI SINHA) :

(a) An amount of Rs. 62.00 lakhs has been released recently to the Government of Tamil Nadu as an "on account advance" for providing relief facilities to the refugees coming from Sri Lanka since 4. 2. 1985.

(b) At present, no such proposal is under consideration of the Government.

(c) On their arrival in India, the refugees from Sri Lanka are provided free meals at Rameswaram from where they are taken to either of the camps at Mandapam and Kottapattu. Due to

shortage of accommodation in the existing camps, the refugees are also being accommodated in temporary shelters in various districts of Tamil Nadu. They are paid cash doles and ration at subsidised rates while in camps. Such of the refugees who are destitutes are also provided clothing and utensils.

The existing capacity of the mandapam and Kottapattu camps is being augmented by renovating, constructing new semi-permanent structures. It has also been decided to set up a new camp at Tuticorin.

Influx of People Across Border into India

102. SHRI AMAR ROYPRADHAN: Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether it is a fact that the problem of Influx of people across the broder into India acute in West Bengal;

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

(c) the number of persons who have crossed the border into India and the steps Government propose take in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) :

(a) Illegal crossings by Bangladesh nationals and others across West Bangal

border is comparatively more than the crossings in Assam /Meghalaya/Tripura-Bangladesh borders.

(b) and (c). The number of illegal entrants intercepted by the BSF as well as received by the BSF from other agencies during the year 1984 is 703 in the case of Assam, 122 in the case of Meghalaya, 2616 in the case of Tripura and 21331 in the case of West Bengal. All the infiltrators mentioned above were sent back to Bangladesh. Constant vigil is maintained by the BSF in the border. Additional BSF units have been inducted and more border out-posts have been established. More watch towers are being erected and patrolling over land and riverine routes has been intensified.

Persons Brought Above Poverty Line Under NREP

103. SHRI AMAR ROYPRADHAN : Will the Minister of PLANNING be pleased to state :

(a) the number of persons who have so far come above poverty line under the National Rural Employment Programme in each State ; and

(b) steps Government propose to take to bring the remaining persons above the poverty line ?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI K. R. NARAYANAN) : (a) The National Rural Employment Programme aims at generation of additional employment opportunities in the rural areas to the extent of 300-400 million mandays per year. This is mainly to alleviate rural poverty by generation of gainful employment. It is not possible to say how many persons may have crossed the poverty line as a result of National Rural Employment Programme as it is part of a larger integrated strategy and is not aimed at selected individual households.

(b) In addition to National Rural Employment Programme, several other Programmes for poverty alleviation such as Integrated Rural Development Programme (IRDP) & Rural Landless Employment Guarantee Programme (RLEGP) have also been taken by the Government and would be continued in the Seventh Plan.

West Bengal's Plan For 1984-85

104. SHRI SANAT KUMAR MANDAL : Will the Minister of PLANNING be pleased to state :

(a) whether the Centre has since taken any final decision on the size of the west Bengal State's Plan for 1984-85 ;

(b) if so, the capital outlay of the plan as approved against the State's proposed Rs. 748 crores and the broad outlines of the approved Plan ; and

(c) the reasons for drastically reducing the size of the plan ?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI K. R. NARAYANAN) : (a) Since the state Government has not been able to find resources to finance the Plan of the size it wants, it has not been possible for the Centre to take a final decision.

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

Spying Activities Unearthed in Capital

106. SHRI DHARAM PAL SINGH MAILK :
SHRI ANAND SINGH :
SHRI SRIHARI RAO :
SHRI G. V. RAMA RAO :
SHRI BALASAHFB VIKHE PATEL :
SHRI CHINTAMANI JENA :
SHRI SANAT KUMAR MANDAL : Will the Minister of HOME AFFAIRS be pleased to state ;

(a) whether spying activities which have recently been unearthed in the capital have since been inquired into ;

(b) if so, the findings thereof ;

(c) particulars of persons found involved ; and

(d) the action taken or proposed to be taken by Government against the persons found involved in spying activities ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI-MATI RAM DULARI SINHA) : (a) to (b). The case involving leakage of classified documents in which some persons including Government employees have been arrested is still under investigation. It will not be in the interest of proper investigation to make any disclosure or furnish any information pertaining to the case.

Meeting of Asian African Legal Consultative Committee Kathmandu

107. SHRI ANAND SINGH : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the Asian African Legal Consultative Committee met in Kathmandu (Nepal) in the first-second week of February, 1985, to discuss the concept of Zone of Peace and the proposal for declaring the Indian ocean as a Zone of Peace ;

(b) if so, the stand taken by the Indian delegation therein ; and

(c) the outcome thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KHURSHEED ALAM KHAN) : (a)

Yes, Sir. The exact agenda item was "the Concept of Peace Zone, in International Law and its frame-work",

(b) In the context of this agenda item, the Indian Delegation expressed its strong support for the Indian Ocean as a Zone of Peace.

(c) There was a general consensus that the subject matter of the agenda item be studied by the Secretariat in the light of the statements made at the Conference and that the law be taken up at the next Session of the Asian-African Legal Consultative Committee.

Development Plans for Andaman and Nicobar Islands

108. SHRI CHITTA MAHATA : Will the Minister of HOME AFFAIRS be pleased to state :

(a) What steps have been taken for the special plans for the progress and development of Andaman and Nicobar Islands in the Seventh Five Year Plan ; and

(b) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI-MATI RAM DULARI SINHA) : (a) and (b). The following allocation of funds for the Sixth Five Year and Annual Plans 1984-85 and 1985-86 of the Union Territory of Andaman & Nicobar Islands have been made :

Approved outlay of the Sixth Five Year Plan	
	Rs. 96.60 crores.
Approved outlay for the year 1984-85	
	Rs. 28.90 crores.
Approved outlay for the year 1985-86	
	Rs. 33.50 crores.
Seventh Five Year Plan for the Union Territory of Andaman & Nicobar is in the process of finalization.	

Progress Made by Indian Antarctica Expedition

109. SHRI BALASAHEB VIKHE PATIL : Will the PRIME MINISTER be pleased to state :

(a) the progress so far made by the Indian Antarctica expedition ;

(b) What schemes the expedition has been entrusted with ;

(c) how are they being implemented ; and

(d) whether we have been able to earmark the area of our operation ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY SPACE AND ELECTRONICS (SHRI SHIVRAJ V. PATIL) : (a) The Fourth Indian Antarctic Expedition sailed from Goa on December 4, 1984. It landed on Antarctica on December 28, 1984. After a stay of over 2 months on the frozen continent the expedition team started its return journey on march 1, 1985. The expedition team is expected to reach Goa around March 25, 1985.

(b) The expedition members have carried out scientific experiments in the fields of geology, geo-physics, glaciology meteorology, biology and oceanography. They have carried out surveys and experiments to identify the mineral potential of the area, established a direct high frequency communications link between India and Antarctica, carried out maintenance of the permanent Indian Antarctic station, constructed additional accommodation and laboratory space, erected a large garrage for parking of vehicles and storage of equipment, and built a small field station in the hills at a distance of about 60 kilometres from the permanent Indian Antarctic station.

(c) Programmes are being implemented through persons drawn from different scientific laboratories, research institutions, government departments and uni-

versities. Logistic support for the expeditions is provided by members drawn from the Indian Army, Navy and the Air Force.

(d) Our area of operation in Antarctica has extended to 4000 sq. kilometres around the site of the permanent Indian Antarctic station.

Concession to Electronics Industry

110. SHRI K. KUNJAMBU : Will the PRIME MINISTER be pleased to state :

(a) whether any new concessions have been announced by Government for the electronics industry ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT ATOMIC ENERGY, SPACE AND ELECTRONIC (SHRI SHIVRAJ V. PATIL) : (a) and (b). No new concessions have been announced by the Government recently for the Electronics Industry. In November, 1984 Government had however announced reduction in Customs Duty on :

(i) Import of certain raw material for Component Industry ; and

(ii) Import of certain raw material/ components required for computer manufacture and on computer system.

Representation for Extension of Sub-Way at Kharagpur

111. SHRI NARAYAN CHOVBHEY : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government had received any representation for extension of the sub way at Kharagpur to the new bus stand at Kharagpur on South Eastern Railway ;

(b) whether Government are aware that the former Railway Minister had assured that the sub way would be extended as per public demand as existing highway over bridge is difficult to be used

by thousands of old and ailing passengers ;
and

(c) whether Government would take steps to keep the promise of the former Railway Minister and extend the sub way upto the present and new bus stand ?

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

(b) Yes, Sir. The proposal was to consider it for inclusion in 1985-86 Budget subject to availability of funds. A foot-over bridge is already available at Kharagpur to enable the passengers to go from one side to another and connecting all platforms, as is the general practice on other stations.

(c) Due to severe cut in funds, it has not been possible to consider this work for inclusion in 1985-86 Budget.

Work Load to K. G. Students

113. **SHRI K. PRADHANI :** Will the Minister of EDUCATION be pleased to state : (a) whether a recent study by the National Institute of Public Co-operation and Child Development has revealed that KG workload is injurious to kids and discourages early schooling of children; and

(b) if so, whether Government have examined the research study conducted by the above Institute and taken necessary steps to set matters right ?

THE MINISTER OF EDUCATION (SHRI K. C. PANT) : (a) The study is yet to be completed.

(b) Does not arise.

Modernisation of Jalpaiguri-Darjeeling Railway Section

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

(a) whether there is any proposal to modernise the Jalpaiguri-Darjeeling Section of railway in North Bengal to

make the train journey more attractive there ;

(b) if so, the details thereof ; and

(c) the steps taken so far in this regard, if any ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) to (c). A proposal has been approved for the improvement of the New Jalpaiguri-Darjeeling narrow gauge train service coaches which provide for modern sitting accommodation with cushion seats and large glass windows for better view of the outside scenery. Bath room facilities are also being modernised. 4 such modernised coaches have been pressed into service.

Construction of Bridge Over Railway line

115. **SHRI RAMASHRAY PRASAD SINGH :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware that Railway Station Nagda on Western Railway is an important Junction being industrial area with the coming up of industries there;

(b) whether Government are also aware that a large number of people of Nagda cross the Railway line to come to Birlagram, the industrial centre and every year there are accidents ;

(c) if so, whether there is a demand for constructing a bridge over the railway line ; and

(d) if so, the steps being taken to meet the demand of the people of the area ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) & (b). Nagda is an important Junction on Delhi-Bombay Trunk Route. For for the use of passengers at Station, two foot over bridges are provided connecting Nagda town on North and Birlagram on South side of the Station. As a part of Kota-Nagda doubling project the Railway has also constructed a road overbridge on Ingoria Road which branches off

to Birlagram. There have been no train accidents. There might have been some cases of accidents involving persons crossing tracks at unauthorised locations.

(c) & (d). As per extant rules, the proposals for new foot over bridges required for the use of general public and new road over/under bridges are to be sponsored by the State Government/Local Authority and entire cost has to be borne by them. In case of road overbridges replacing existing level crossings, Railway bear broadly 50% of the cost. So far no proposal has been received from the State Govt./Local Authority to provide additional foot/road overbridge.

**Recommendations of Regional Conference
On Women And House Hold**

116. SHRI K. RAMAMURTHY : Will the Minister of SOCIAL AND WOMEN WELFARE be pleased to state :

(a) the action being taken on the recommendations of the Regional Conference on Women and Household held in New Delhi from January 27 to 31, 1985, with particular emphasis on the recommendation that the women's movements all over the world to participate in the struggle for nuclear disarmament to ensure humanity's right to life ; and

(b) the action being taken by Government to prevent the use of sex symbols in promotional media throughout the country ?

THE MINISTER OF STATE OF THE MINISTRY OF SOCIAL AND WOMEN'S WELFARE (SHRIMATI MARAGATHAM CHANDRASEKHAR) : (a) The recommendations of the Conference on Women and Household pertain to wide range of activities falling under different sectoral Ministries like Ministries of External Affairs, Labour and Employment, Health & Family Welfare, Petroleum & Chemicals etc. This matter is being taken up by this Ministry with the concerned Ministries.

(b) At the instance of this Ministry, the Ministry of Information & Broadcasting has issued guidelines to all the State

Governments and Administrations of Union Territories stressing the need for observance deceneyin the display of firm posters, advertisements etc. etc.

**Increase in Guinea-Worm Disease And
Affected States**

117. SHRI AMAR SINGH RATHAWA :
SHRI MOHAN LAL PATEL :

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that the dreadful guinea-worm disease is rapidly increasing in the country ;

(b) if so the names of the states which are most affected ;

(c) number of persons affected in each such states ; and

(d) steps being taken by the Government to eradicate the diseases ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) No. There is a declining trend in the incidence of Guinea-worm disease since the implementation of the National Guinea-worm Eradication Programme with effect from 1982.

(b) The disease is prevalent in the states of Rajasthan, Madhya Pradesh, Karnataka, Andhra Pradesh, Maharashtra and Gujarat.

(c) According to the reports received during 1984, 40443 Persons living in 79 districts and 524 Primary Health Centres of the country were reported to be affected with Guinea-worm disease.

(d) The following steps are being taken to eradicate the disease :

(i) Active case searches, twice in a year for accurate delimitation of the problem.

(ii) Provision of safe water supply through the State Public Health Engineering Departments,

- (iii) Chemical treatment of water 3 times during the transmission season with temephos 50% EC.
- (iv) Training of health and engineering personnel in the eradication strategy.
- (v) Health education of the community through word of mouth, film shows, cinema slides, writing of slogans etc.

Koel-Karo Hydel Project

118. SHRI PIYUSH TIRKI : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government have decided to withdraw the proposed Hydel project of Koel-Karo in Bihar ;

(b) if so, the reasons thereof;

(c) if not, whether Government intend to use force to evacuate the tribals of the affected villages ; and

(d) whether Government propose to give land for land to the tribals when forest land is available for that purpose ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) According to State Government it is not possible to provide land for land to the Oustees as deforestation on ecological considerations is not desirable.

Cut off in Wagon procurement by Railway Board.

119. SHRI LAKSHMAN MALLIK : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Railway Board's decision to drastically cut its wa-

gon procurements during 1985-86 has come as a rude shock to the wagon industry ;

(d) whether it is also a fact that the wagon off-take in 1985-86 would be mere 5,000 four-wheelers compared with the Railway Board's procurement of over 16300 four-wheelers in 1983-84 and 12,000 in 1984-85 ; and

(c) if so, the details regarding Government's policy keeping in view the targets fixed to achieve during the 7th Five Year Plan ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) and (b). Procurement of wagons is based on traffic requirements and Plan allocation. In 1985-86 it is proposed to acquire about 5,5000 wagons in terms of four wheelers. The actual production during 83-84 was 17,141 four wheelers. In 1984-85 actual off-take is expected to be about 12,600 four wheelers.

(c) The Seventh Plan has not yet been finalised and the wagon procurement will depend on the plan allocation and relative priorities of investments in different areas.

Teesta Barrage Project

120. SHRI SUDHIR ROY :
SHRI P. R. DAS MUNSHI :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government of West Bengal urged the Central Government to release money for the Teesta Barrage Project and if so, details thereof ;

(b) whether Government have released the money and if so, when and how much money was released for the year 1984-85 ;

(c) whether Government have sanctioned any amount for the year 1985-86 and if so, the details thereof ; and

(d) when the said money would be released to the West Bengal Government and when the actual work will be completed?

THE MINISTER OF IRRIGATION AND POWER : (SHRI B. SHANKARANAND) : (a) The Government of West Bengal had requested for an additional Plan assistance of Rs. 19.50 crores during 1984-85 for Teesta Barrage Project to supplement the outlay of Rs. 27.50 crores provided in the State's Annual Plan and the Budget.

(b) The State Government incurred an expenditure of Rs. 18 crores only on this project in a period of 9 months upto the end of December, 1984 leaving a balance of Rs. 9.50 crores as available from its budget allocation for being spent in the remaining 3 months of the financial year. Considering the rate of progress achieved on this project upto December, 1984, it was seen that it would not be possible to utilise any additional funds on this project during the current financial year over and above the allocation available in the State's Budget. Under the circumstances the Centre did not sanction or release any additional Plan Assistance for this project during 1984-85.

(c) and (d). The State's Plan for 1985-86 is not yet finalised. Irrigation is a State subject and funds for the execution of irrigation projects are to be provided by the States in their Annual Plans. Centre provides block loans/grants to the States which are not tied to any Sector or project. Completion of the projects' works will depend upon the outlays that will be provided by the State in its annual Plans.

Offer of a Developed Plot to Railways by Anansol-Durgapur Development Authority

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

(a) whether Anansol-Durgapur development Authority offered the Railways a developed plot free of cost for setting up a coach factory there ;

(b) if so, when the offer was made and the details of the said plot ;

(c) whether Government have taken any steps on the said offer ;

(d) if so, the details thereof ;

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

(f) the steps taken or proposed to be taken to expedite the matter ?

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

(b) to (f). Do not arise.

Spread of Malaria and Steps to Eradicate it

122. **SHRI G.V. RAMA RAO :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that malaria is back in a big way and if so, steps Government propose to take to eradicate it ; and

(b) whether Malaria research in the country for several decades had failed to control this disease in any effective manner and if so, corrective steps taken/proposed to be taken ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH AND FAMILY WELFARE (SHRI YOGENDRA MAKWANA) : (a) and (b). Resurgence of Malaria after its near-elimination in the early sixties has become a common feature in many of the developing countries. After the adoption of the modified plan of operation in India with effect from 1.4.1977, there has been in general a declining trend in the incidence of malaria excepting in certain areas and pockets. The thrust of the control programme is to prevent mortality, reduce morbidity and to maintain industrial and agricultural production by undertaking intensive anti-malarial measures in these sectors. Such measures have been effectively supported

by operational research activities over the Years.

Extention of Railway Line from Dharmaganagar to Agartala

123. SHRI BAJUBAN RIYAN ;
SHRI BASUDEB ACHARIA ;
SHRI AJOY BISWAS ;
DR. SARADISH ROY ;

Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are considering the long standing demand for extention of railway line from Dharmaganagar to Agartala for which the people of Tripura as also of the other North Eastern States are facing difficulties since long ; and

(b) if so, the details thereof ;

(c) whether any progress has been made so far ;

(d) if so the details thereof ; and

(e) by what time Government propose to complet this project ?

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

(b) to (e) . Construction of a metre Gauge railway line from Dharmaganagar to Kumarghat (33 kms) is well in progress, and is expected to be completed by December '87, subject to availability of resources.

For further extension of the line upto Agartala (119 Kms.), updating of the Traffic-cum-Engineering Survey is in progress. A final decision regarding extension of the line from Kumarghat to Agartala will be taken after receipt of the Survey Report and its examination in detail, in consultation with the Planning Commission, subject to availability of funds.

Setting up of Coach Factory in West Bengal

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

(a) whether Government have received any proposal from the West Bengal Government regarding setting up of a coach factory in West Bengal ;

(b) if so, the details thereof ; and

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

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

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

Kerala's Power and Irrigation Projects Awaiting Clearance

125. SHRI K. KUNJAMBU : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the names of power and irrigation projects in Kerala; awaiting clearance of Union Government ;

(d) Since when these projects are awaiting clearance and how long it will take for the Government to accord their approval ;

(c) the break-up of the cost of each project as originally envisaged and the cost over-run due to the delay ; and

(d) the steps being taken to expedite the matter?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANANI) : (a) to (d). Details of the major and medium hydro-electric and irrigation projects of Kerala awaiting clearance along with reasons and steps being taken are given in the Statements I&II enclosed. Final cost of these projects could only be determined after a detail techno economic appraisal by Central Electric Authority and Central Water Commission, and after the technical features are finalised.

Statement-I

Medium major hydro-electric project pending for clearance.

Sl. No.	Name of the Project	Installed capacity	Date of receipt of Report in CEA.	Estimated Cost Rs. lakhs	Present Status
I. Multi-Purpose Projects					
1.	Chalukudy Basin	2 × 40 + 2 × 60 = 200	Oct.' 82	13054	State Government's replies to comments of Central Electricity Authority on hydrology are awaited. The Scheme would be considered by CEA after its techno-economic feasibility is established.
2.	Pallivasal Replacement	4 × 60 = 240	June' 83	20000	Project report is under examination in CEA and CWC. Comments on electrical aspects; construction machinery and civil design aspect forwarded to the State authorities and replies to these are awaited. The scheme would be considered for clearance after its techno-economic feasibility is established.
3.	Puyankutty Stage-I	2 × 120 = 240	Cleared by CEA Jan.' 84	25000	Clearance of the Deptt. of Environment is still awaited. on receipt of which the scheme would be recommended to the Planning Commission for inclusion in the State Plan.

"In addition, three hydro-electric/multi-purpose projects namely Mananthwady, Kuttiyadi Augmentation, Kerala Pandiar Punnappuzha reports for which were received in CEA, involved inter-State aspects. The CEA have advised the projects authorities to submit the revised reports in respect of these projects after the inter-State issues involved are resolved. Another project proposal Kurapara Kuriankutty was considered by the Environmental Appraisal Committee in April, 1983 and was found unsuitable from environmental consideration".

Statement-II
Medium/major Irrigation Projects pending for clearance

Sl. No.	Name of Project	Est. Cost Rs. lakhs	Benefits 1000 ha.	Date of receipt in CWC.	Present Status
1	2	3	4	5	6

Major Schemes

1.	Chimoni	2343.00	25.000	1980	After technical examination by CWC, the project was considered by Advisory Committee in 1983 and they had sought certain clarifications on project planning. The State had sent clarifications to some of these points to Central Water Commission. State is yet to clarify on hydrological aspects and the matter is under correspondence.
2,	Idanualyar	6154.73	25.66	1982	The CWC had sent its comments on various aspects of the project. The State is re-appraising the project to bring down the cost and the modified project is to be submitted by the State.
3.	Kuriyarkutty Karapara (Irrigation part)	3225.00	12.376	1983	Techno-economic appraisal carried out by CWC. However, the project is found to create adverse environmental impact as it submerges evergreen forests and plantations. The State's reaction to this is awaited.

1	2	3	4	5	6
4.	Modernisation of Neyyar Irrigation Project.	905.45	9.914	1984	The scheme has been examined in CWC. Comments of CWC sent to State authorities for clarification and replies awaited.
	<i>Medium Schemes</i>				
1.	Regulator-cum-bridge at Chamravattom	1581.00	11.493	1984	The scheme has been examined in CWC. Comments on certain aspects sent to State authorities and replies awaited.
2.	Meenachi' River Valley Irrigation Project.	4946.00	9.960	1984	The scheme has been examined in CWC. State's replies to CWC Comments are under examination.

**Construction of Railway Line from
Kumarghat to Sabroom**

126. SHRI AJOY BISWAS; Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware that Tripura is a backward State and construction of railway line from Kumarghat to Sabroom is necessary for quick development of the State ;

(b) if so, whether Central Government will include the project of Construction of Railway line from Kumarghat to Sabroom in Seventh Five Year Plan ; and

(c) if so, the details of the scheme ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) to (c) For the development of Tripura State, construction of a metre gauge line from Dharmaganagar to Kumarghat (33kms) has already been sanctioned and is well in progress. It is expected to be completed by December'87 subject to availability of resources.

For further extension of Railway line upto Agartala, updating of the Traffic cum-Engineering Survey is in progress. A final decision regarding extension of the line from Kumarghat to Agartala will be taken after receipt of the Survey Report and its examination in detail, in consultation with Planning Commission, subject to availability of funds. Extension of the line from Agartala to Sabroom will be considered only after a decision is taken about the line from Kumarghat to Agartala.

Power Scarcity

127. SHRI SAIFUDDIN CHOWDHARY :
SHRI ANIL BASU :
SHRI SYED MANSUDAL HOS-
SAIN : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether it is a fact that several States in the country have been facing severe power scarcity ;

(b) what is the volume of power-cut in different States in the past two months, domestic and industrial ; and

(c) what steps Government are contemplating to improve the situation ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) In the recent past, Haryana, Himachal Pradesh, Jammu and Kashmir, Punjab, Rajasthan and Uttar Pradesh in the Northern Region ; Karnataka and Tamil Nadu in the Southern Region ; and Bihar, West Bengal and Orissa in the Eastern Region were facing power shortage of varying magnitudes. In the case of Gujarat and Maharashtra, there were marginal shortages in terms of peak demand.

(b) The abstract of notified power cuts in the various States during December, 1984 and January, 1985 is enclosed. In the case of Bihar, Power cuts and restrictions are imposed on a day to day basis depending upon actual availability.

(c) In order to improve power generation and power availability in the country a number of measures are being taken on a continuous basis. These measures include (1) An accelerated programme of commissioning of new generating capacity and (2) Measures to improve the capacity utilisation of thermal power plants such as :

- (i) assistance to State Electricity Boards / power stations to prepare and undertake plant betterment programmes ;
- (ii) adoption of preventive maintenance techniques for reducing outage periods ;
- (iii) assistance in procurement of requisite quality and quantity to-coal ;
- (iv) assistance in procurement and management of spare parts from indigenous and foreign sources ;

- (v) introduction of an incentive scheme for better performance of thermal power stations ;
- (vi) training of engineers and operation & maintenance personnel of the power station ; and
- (vii) launching of a Centrally Sponsored Scheme for renovation and modernisation of thermal power stations

Statement

State-wise abstract of notified power cuts restrictions in force during December, 1984 and January 1985.

December 1984

January, 1985

Sl. No.	Name of the State/System	Demand	Energy	Demand	Energy
(1)	(2)	(3)	(4)	(5)	(6)
Northern Region					
1.	Delhi	Peak period restrictions on industries.	10%	Peak period restrictions on industries.	10%
2.	Haryana	2-3 staggered off days/week on industries. Agricultural consumers were supplied power for 5 hrs./day	60%	3 staggered off days/week on industries. Agricultural consumers were supplied power for 5-6 hrs/day	60%—80%
3.	Uttar Pradesh	Restricted supply for certain categories of industries. Agricultural consumers were supplied power for 10 hrs./day	10%-25%	Restricted supply for certain categories of industries. Agricultural consumers were supplied power for 7-10 hrs/day	10%-25%
4.	Jammu & Kashmir	18 hrs/day cut on industrial consumers, 16hrs/day cut on domestic and commercial consumers		18 hrs/day cut on industrial consumers, 16 hrs/day cut on domestic and commercial consumers	
5.	Himachal Pradesh	Peak Period restrictions on industries. Agricultural consumers were subjected to 30%-40% energy cut	30%-45%	Peak period restrictions on industries.	30%-40

(1)	(2)	(3)	(4)	(5)	(6)
6.	Punjab	— Agricultural consumers were supplied power for 3-3¼ to 23¼ hrs./day	25%-50%	Agricultural consumers were supplied power for 2½ to 13½ hrs./day	33%-50%
7.	Rajasthan	Peak period restrictions on industries. Agricultural consumers were supplied power for 8 hrs./day	50%-80%	Peak period restrictions on industries.	50%-80%
8.	Chandigarh	Staggered weekly off days and peak period restrictions for industrial consumers.	20%	Staggered weekly off days and peak period restrictions for industrial consumers.	
<i>Western Region</i>					
1.	Gujarat	25%-45% Agricultural consumer were supplied power for 12 hrs./day.	—	25% Agricultural consumers were supplied power for 12-21 hrs./day	—
2.	Madhya Pradesh	15%	10%	15%	10%
3.	Maharashtra	10%:15%	5%-10%	10%-15%	5%-10%
<i>Southern Region</i>					
1.	Karnataka	25%-40% Peak period restrictions on industries.	10%-60	25%-40 Peak period restrictions on industries.	25%-60%
2.	Tamil Nadu	—	—	—	—
3.	Andhra Pradesh	—	—	—	—
4.	Kerala	—	—	—	—
5.	Pondicherry	—	—	—	—

6

5

4

3

2

1

Eastern Region

1. Bihar

2. D.V.C.

3. Orissa

4. West Bengal

55% power cut on heavy and power intensive industries w.e.f. 1.7.84

55% power cut on heavy and power intensive industries w.e.f. 1.7.84

15% on H.T. industries and also peak period restrictions on industries

15% on H.T. industries and also peak period restrictions on industries

5%-30%

5%:30%

North-Eastern Region

1. Assam

2. Manipur

3. Tripura

4. Nagaland

5. Mizoram

6. Meghalaya

7. Arunachal Pradesh

Alternative Project in Place of Silent Valley

128. SHRI V. S. VAJYARAGHAVAN : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the Centre has given its approval for the alternative project in place of the abandoned Silent Valley Project, sent by the Government of Kerala ;

(b) if not, the reasons for not approving it ; and

(c) by what time this project will be cleared ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) to (c). No Sir. The scheme has not been found acceptable from environmental considerations and also involves inter-State aspects relating to the utilisation of Bhavani waters, a tributary of Cauvery, which are yet to be resolved.

Demand of Direct Link Between Berhampur To Raipur VIA Phulbani

129. SHRI SOMNATH RATH : Will the Minister of RAILWAYS be pleased to state :

(a) whether there has been a long standing demand to connect Berhampur (in Orissa) with Raipur (in Madhya Pradesh) by a direct line via Phulbani ;

(b) if so, the reasons as to why the above proposal has not been implemented so far ; and

(c) the details of the survey made on this proposed line ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) to (c). There has been no demand in the recent past for a line from Berhampur to Raipur via phulbani. There is, therefore, no such proposal at present. A survey is, however, being carried out for a new line from Khurda Road to Bolangir via phulbani. In view of the severe constraint of resources and heavy commitments already in hand, the proposal will have to await consideration till the resources position improves.

Proposals Submitted By West Bengal Government For Revamping Thermal Power Stations

130. SHRI ANIL BASU : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government of West Bengal has submitted any proposal to the Central Government for revamping of the State's thermal power stations ;

(b) if so, the salient features of the said proposals ;

(c) when it was submitted to the Government ;

(d) whether any steps have been taken by the Government on the said proposal ;

(e) if so, details thereof ;

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

(g) by what time the Government propose to approve these proposals ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) to (g). The West Bengal State Electricity Board has submitted to the Central Electricity Authority schemes for the renovation and modernisation of their Santaldih and Bandel thermal power stations on 23. 1. 1985 and 25. 2. 1985 respectively. The scheme for Santaldih power station incorporates revamping of 4 units of 120 MW each as well as common station facilities. The scheme is estimated to cost about Rs. 2192 lakhs. The renovation scheme for Bandel thermal station includes renovation of 4 × 80 MW sets and other common station facilities at an estimated cost of Rs. 3390 lakhs. The schemes will be shortly recommended to the Planning Commission for investment decisions after techno-economic clearance by the Central Electricity Authority.

Rail Link Between Kandi And Berhampur

131. SHRI SATYAGOPAL MISRA :
SHRI ZAINAL ABEDIN :

Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal under the consideration of Government to construct two Railway lines to connect Kandi (West Bengal, Murshidabad District between Berhampur and Sainthia ;

(b) if so, the details thereof ; and

(c) if not, the reasons therefor ?

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

(b) and (c). The present resources constraint does not permit consideration of this proposal.

Utilisation of Rangaphala Channel to Check Siltation in The Hooghly River

132. SHRI ZAINAL ABEDIN : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government propose to utilise the water running through the Rangaphala Channel in West Bengal to increase the flow of water in the Hooghly with a view to check siltation at various points of the river threatening the ports of Haldia and Calcutta, and ensure the riverway free for incoming and outgoing traffic ;

(b) if so, details of the plan to utilise the said channel ; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) : (a) One of the principal objects of the comprehensive scheme for improvement of drafts in the Hooghly Estuary being undertaken by the Calcutta port Trust is to increase the flow through Haldia Channel by diversion to the extent possible of the flow in the Rangafalla Channel,

(b) and (c). It is not proposed to use the Rangafalla channel for navigation for the port of Calcutta in preference to the existing navigational channel adjacent to Haldia since past experience has shown that portions of the Rangafalla Channel are unstable posing hazards to navigation.

Advise of ICMR to Doctors of Bhopal for Treatment of Patients from after Effects of Inhalation of MIC Gas.

133. SHRIMATI KISHORI SINHA :

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether ICMR has advised Bhopal doctors to use any specific line of treatment in regard to patients suffering from after effects of inhalation of MIC gas ;

(b) if so, details of this advice ;

(c) whether Bhopal doctors had in the beginning resorted to this treatment but discontinued it on the advice of Union Carbide authorities ; and

(d) if so, what action is contemplated against the Company ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI YOGENDRA MAKWANA) : (a) and (b). No specific line of treatment has been advised by ICMR for the patients suffering from the after effects of inhalation of MIC Gas. Regarding the use of Sodium Thiosulphate, its administration has been recommended under controlled conditions and its effects will be recorded using definite parameters for evaluation of its efficacy.

(c) Bhopal doctors have tried the use of Sodium Thiosulphate besides other lines of treatment since the beginning of exposure to MIC gas. There was no advice by Union Carbide authority communicated to the State Government not to use Sodiumthiosulphate.

(d) Question does not arise.

[*Translation*]**Loss Incurred on Delhi Ring Railway**

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

(a) the total investment made by Government in introducing ring Railway in Delhi;

(b) since when it has been operating and the total loss incurred by the Railways on its operation; and

(c) the reasons for the loss ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) Rs. 31.81 crores upto January, 1985.

(b) and (c). Services on the Ring Railway were commenced on 15.8.1982.

No separate accounts are maintained in respect of expenditure incurred and revenue earned on Delhi Ring Railway which is a section of the Northern Railway System.

[*English*]**Expansion of Howrah Platforms**

135. SHRI PRIYA RANJAN DAS MUNSHI : Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the existing Howrah Station platforms are not sufficient enough to provide necessary amenities and traffic operations of S. E. Railway, Eastern Railway the EMU trains of suburban passengers;

(b) if so, whether a total expansion of the platforms and the size of the present station complex is necessary; and

(c) if so, the steps proposed to be taken in this regard ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) to (c). The question of augmentation of terminal facilities at Howrah Station is under consideration. It

is proposed to carry out a survey to formulate the proposals.

Derailment of 14 Dn. Sealdah-Delhi Express.

136. SHRI M. MAHJOZ ALI KHAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether a number of persons were killed when some bogies of 14 Dn-Sealdah-Delhi Express were derailed near Sultan-ganj on the Eastern Railway in the first week of February, 1985;

(b) if so, details thereof stating the number of persons killed therein;

(c) whether any inquiry has been conducted; and

(d) if so, outcome thereof and the action taken by Government thereon ?

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

(b) Does not arise.

(c) and (d). Yes, Sir. The commissioner of Railway Safety, Eastern Circle, has inquired into this accident and submitted his Preliminary Report. The accident is attributed to rail fracture. Renewal of track and ultrasonic testing of rails in this area are being stepped up.

Affairs of North-Eastern Hill University

137. SHRI G. G. SWELL : Will the Minister of EDUCATION be pleased to state :

(a) whether he has had visited Shillong on February, 27;

(b) whether he has had the opportunity of looking into the affairs of the North-Eastern Hill University ;

(c) whether the affairs of the University went so bad that the Pro-Vice-Chancellor of the University was murdered; and

(d) whether the culprits were apprehended, tried and convicted ?

THE MINISTER OF EDUCATION (SHRI K. C. PANT) : (a) and (b). The visit to Shillong was on February 26, 1985 to inaugurate the Annual Meeting of the Association of India Universities held on the campus of the North-Eastern Hill University. University affairs were not discussed formally during this visit.

(c) and (d). During 1980-81, there were disturbances in the University. The then Acting Vice-Chancellor was shot dead in October, 1981. The State police is investigating the case with the help of the C. B. I.

Construction of over-bridge at North Coimbatore Railway level crossing

138. SHRI R. ANNANAMBI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware that for want of road over-bridge at North Coimbatore Railway level crossing which connects the main thorough fares of the Coimbatore city, namely Cross-out road and Methupalayam road, severe traffic bottlenecks and the accidents are on the increase;

(b) whether Government of Tamilnadu have already recommended for inclusion of this project on a high priority in the Seventh Plan period ; and

(c) if so, the decision of Government in this regard ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) It is true that the level crossing on the cross-out Road in North Coimbatore is a busy level crossing. However, there have been no cases of accidents of road vehicles with trains at this level crossing in past 5 years;

(b) The State Government of Tamil Nadu had included this proposal as item No. 8 in the list of 13 proposals sent for inclusion in 1985-86 Budget.

(c) Due to constraint of resources and a large number of works of road over/under bridges already in progress, the new works will have to be taken up in a phased manner according to the availability of funds.

High Powered Panel on Education

139. SHRI ANAND SINGH : Will the Minister of EDUCATION be pleased to state :

(a) whether the high-powered panel on education recently set up by Prime Minister has submitted any report, short term or final;

(b) if so, its main recommendations and observations ; and

(c) decisions taken by Government in the light thereof ?

THE MINISTER OF EDUCATION (SHRI K. C. PANT) : (a) Government have not established any such panel.

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

[Translation]

Use of old types of wagons and their overloading causing accidents

140. SHRI C. JANGA REDDY : Will the Minister of RAILWAYS be pleased to state :

(a) whether use of old type of wagons having four wheels with bush bearing and illegal overloading (under invoicing) of these wagons are the two factors largely responsible for accidents; and

(b) if so, the details of suggestions made by the Railway Reforms Committee in this regard and the targets fixed for their implementation during 1985-86 ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) No, Sir. Four-wheeler, old type wagons fitted with brass bearings have performed satisfactorily for decades and are not more prone to accidents than

other wagons. Over-loading of these wagons is not a factor largely responsible for accidents.

(b) The Railway Reforms Committee has suggested that the problem of over-loading of Box wagons which are eight-wheelers, should be tackled at the loading end itself and that a deterrent penalty, of about Rs 2,000/- per wagon, be imposed on the loader at bulk loading points for wagons found overloaded. The penalty on the consignors for overloading of wagons cannot be prescribed under the Indian Railways Act in force. It is proposed to incorporate a suitable provision in the Indian Railways Act which will empower the Central Government to enact rules regarding imposition of penalty on the consignors for overloading of wagons. In the mean time, rules provide for levy of penal demurrage charges on the consignors in respect of coal wagons received overloaded from the collieries.

[English]

High Rate of Cancer and help sought from foreign Country or Agency

141. Dr. KRUPASINDHU BHOI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether there is a high rate of cancer in the country according to the Indian Cancer society;

(b) whether any help from any foreign country or agency has also been sought to check spreading of this; and

(c) if so, the details thereof with steps taken or proposed to be taken in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) Cancer is neither a notifiable nor a registerable disease. Further no countrywide survey has been conducted so far to determine the morbidity and mortality due to cancer. However the data available from Cancer Registries established

during 1981 under the aegis of Indian Council of Medical Research indicate, that about 500,000 person develop cancer each year and 300,000 die of cancer every year.

(b) and (c). While the National Cancer Control Programme is basically funded from internal resources, assistance is being received from the World Health Organisation (W. H. O.) under their Inter-Country Programme for setting up Cancer Detection Centres. The assistance is in the shape of equipments worth Rs. 1/- lakh for each centre. Seven such centres have so far been established with equipment assistance from W.H.O. in addition, W.H.O. funds are also utilised for seminars and workshops organised in connection with the Cancer Control Programme.

Incidence of Ticketless travel

142. SHRI P. MANEK REDDY : Will the Minister of RAILWAYS be pleased to state :

(a) whether incidence of ticketless travel is on the increase;

(b) if so, reasons therefor;

(c) details of such cases detected, year-wise, for the last 3 years, actual fares involved and fines imposed and collected;

(d) what is the annual expenditure on staff specifically provided for detection of ticketless travel in running trains, ticket collectors and supervising staff both regular and casual;

(e) whether Government are increasing casual staff as in West Bengal; and

(f) what is the yearwise, annual passenger traffic and revenue for the last 3 years vis-a-vis actual, maximum rated passenger capacity and estimated maximum revenue therefor on 100 per cent occupancy basis ?

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

(b) Does not arise.

(c)	Figures in 000		
	1982-83	1983-84	1984-85 (Upto December 1984)
Cases detected	34.07	39.12	31.96
Railway fare realised	297.69	380.46	336.65
Penalty imposed	310.69	373.32	309.23
Total Railway dues collected	608.88	753.78	645.88

(d) Expenditure on staff categorywise is not maintained.

engagement of Volunteers for ticket checking. There is no proposal to increase the number of such volunteers who are engaged occasionally.

(e) The reference presumably is to

(f) Year	Passenger Kms. (in million)	Passenger earnings (in crores of rupees)
1981-82	220,787	988.6
1982-83	226,930	1,161.6
1983-84	222,935	1,353.5

Representation for Running Trains VIA Tenali-Guntur-Vijayawada Route.

Coast Express and connected passenger trains.

143. SHRI N VENKATARATNAM : Will the Minister of RAILWAYS be pleased to state :

(b) Yes, Sir. Some representations have been received to route long distance trains through Guntur.

(a) number of trains running through Guntur to important places like Calcutta, Bombay, Delhi and Hyderabad ;

(c) It is not desirable to do so as it will increase the overall journey time of such long distance trains by about 2 hours on account of reversal of direction, extra distance and change in traction.

(b) whether several representations have been made to run all the important trains through Tenali, Guntur, Vijayawada route instead of Tenali-Vijayawada directly; and

Companies Supplying Drugs to CGHS and Government Hospitals in Delhi

(c) if so, action taken thereon ?

144. SHRI RAM BHAGAT PASWAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) There is no train running through Guntur to Calcutta, Bombay, Delhi and Hyderabad. However, there are 5 pairs of originating terminating trains at Guntur on the Broad Gauge including 1/2 Golconda Express running between Guntur and Hyderabad and 13 pairs on the Metre Gauge. In addition Guntur is also directly connected with Howrah by two through coaches running by 45/46 East-

(a) the names of Drug Companies which have been issued show cause notices for producing sub-standard drugs in the Union Territory of Delhi during last three years ; and

(b) names of companies which are supplying drugs to C.G.H.S. and Government Hospitals in Delhi during the last one year ?

THE MINISTER OF STATE FOR HEALTH AND FAMILY WELFARE (SHRI YOGENDRA MAKWANA): (a) & (b). The required information is given in the attached statements laid on the table of the House. [Placed in Library. See No. LT-461/85].

Setting up of Electronics and Tele-Communication Engineering Institutions

145. SHRI R. P. DAS : Will the Minister of EDUCATION be pleased to state :

(a) in view of rapid expansion of electronics industry and telecommunication engineering during the 7th Five Year Plan period whether the existing facilities at the educational institutions would be adequate to cope with the increasing demand for trained manpower ; and

(b) if not, the plans so far envisaged in this regard ?

THE MINISTER OF EDUCATION (SHRI K. C. PANT): (a) and (b). The facilities existing in the educational institutions may not be adequate to meet the increasing demand for trained manpower in the area of electronics and telecommunication engineering. The need for appropriately augmenting these facilities to cater to the 7th Five Year Plan requirement is under detailed examination and considered proposals in this regard would be included for implementation in the 7th Five Year Plan.

Proposal to Introduce Computers to Monitor Welfare Programmes

146. SHRIMATI JAYANTI PATNAIK : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether her Ministry has a proposal to introduce computers to monitor implementation of its welfare programme ;

(b) if so, when such proposal is going to be implemented ; and

(c) the steps taken in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI YOGENDRA MAKWANA) : (a) to (c). Computers are already being utilised in the Ministry for storing data, monitoring and evaluating some of the Health and Family Welfare programmes.

Performance of States RE : Family Planning Programmes

147. SHRIMATI JAYANTI PATNAIK : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) The target set by different State Governments in implementing family planning programmes during the 6th Plan ;

(b) the performances of various State Governments till the end of December 1984 ; and

(c) the steps taken to achieve the targets ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) and (b): Four statements showing State-wise and Year-wise Targets for each of the four Family Planning methods during the Sixth Plan period are laid on the Table of the House. [Placed in Library See No. LT-462/85].

(c) A well defined strategy has been evolved to promote the Family Welfare Programme. The salient feature of the strategy are ; intensified efforts to spread awareness and information through imaginative use of multi-media and inter-personal communication strategies ; provision of services and supplies as close to the door steps of the acceptors as possible ; development of facilities for rapid increase in female literacy ; population education to the youth in schools and colleges as well as those out of schools ; assistance and support of the elected representatives of the people ; proper linkages with other Ministries and Departments concerned ; incentives to

individual acceptors and State Governments and close monitoring and follow-up of the programme at all levels.

Field Trial of an Anti-Leprosy Vaccine

148. SHRI ANANTA PRASAD SETHI : Will the Minister of HEALTH & FAMILY WELFARE be pleased to state :

(a) whether it is a fact in an important development in the search for a safe and effective anti-leprosy vaccine, Government have approved field trial of an experimental vaccine developed in the country; and

(b) if so, the details in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) and (b). Yes, the ICRC vaccine developed at the cancer Research Institute, Bombay has been cleared by the Drugs Controller of India as safe for use in human beings in clinical trial. The Indian Council of Medical Research has approved a research project for testing the efficacy of the vaccine in the prevention of leprosy in a selected area in Maharashtra State. The details of the studies are being finalised and a trial is likely to commence in the near future.

Rural Electrification Programme in Maharashtra

149. SHRI BALASAHEB VIKHE PATIL : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) what is the Central Assistance given for Rural Electrification Schemes for Maharashtra ;

(b) how many schemes remain on-going at the end of 1984 ;

(c) what are the projections for the next two years ; and

(d) the Plans formulated by the State Government for inclusion in Seventh Plan for Central Assistance ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) The Rural Electrification corporation (REC) have disbursed, up to 28.2.85, an amount of Rs. 142 crores as loan assistance for Rural Electrification Schemes in Maharashtra.

(b) 603 on-going schemes, sanctioned by the REC, were in progress in Maharashtra at the end of 1984.

(c) The REC have proposed a programme of electrification of 2849 villages in Maharashtra during 1985-86 and 1986-87.

(d) The Government of Maharashtra have envisaged an outlay of Rs. 358 crores for Rural Electrification during the Seventh Plan, of which Rs. 64 crores are proposed as financial assistance from the REC.

Number of Scheduled Tribe Villages Without Electricity

151. SHRI BALASAHEB VIKHE PATIL : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the number of villages in the country/State-wise which are inhabited by Scheduled Tribes and have no electricity ;

(b) whether particular attention will be paid to first cover these villages ;

(c) whether Central Government would formulate any scheme in coordination with the State Government for this purpose ; and

(d) whether Government of Maharashtra have made any request for increased financial assistance for such schemes and if so, Government's reaction thereto ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) A statement indicating, State-wise, the total number of tribal villages, remaining to be electrified as on 31.12.1984, is enclosed.

(b) and (c). The Rural Electrification Corporation have been laying special stress on accelerating electrification programmes in tribal areas. Rural electrification schemes for these areas are being sanctioned under liberalised terms and conditions and reduced viability criteria. The Corporation would continue to consider sanction of such schemes as are

submitted by the State Government/State Electricity Board for electrification of tribal areas, keeping in view the availability of resources.

(d) No tribal areas scheme from Maharashtra is pending with the Rural Electrification Corporation.

Statement

Statement indicating State-wise, the total number of tribal villages remaining to be electrified as on 31.12.1984.

State/U.Ts.	Total No. of tribal villages	Villages remaining to be electrified
Andhra Pradesh	7,097 (*)	5,203
Assam	4,565	2,964
Bihar	17,250	13,934
Gujarat	5,367	1,599
Himachal Pradesh	485	181
Karnataka	111	64
Kerala	NA (@)	NA
Madhya Pradesh	26,825	16,581
Maharashtra	6,534	2,349
Manipur	1,384	1,205
Meghalaya	4,583	3,404
Nagaland	960	357
Orissa	18,683	12,776
Rajasthan	4,489	2,665
Tamil Nadu	310	94
Tripura	2,655	2,192
Uttar Pradesh	605	455
West Bengal	4,389	3,275
Total (States)	1,06,292	69,299
Total (U.Ts.)	3,468	2,560
Total (All-India)	1,09,760	71,859

(*) — Includes 1,194 census uninhabited villages.

NA — Not available

(@) — There is no tribal villages in the State although there are 97 tribal colonies electrified ending May, 1984.

Central Assistance for Lift Irrigation Schemes of Maharashtra

152. SHRI BALASAHEB VIKHE PATIL: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the allocations proposed by the Central Government for aiding the Government of Maharashtra for augmenting lift irrigation projects during the 7th plan period; and

(b) whether Centre has given any directive to State Governments to increase the area under irrigation, particularly under lift irrigation and if so, the increase suggested for Maharashtra?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND): (a) and (b). Irrigation is a State subject and irrigation projects are planned, funded and implemented by the State Governments themselves. Central assistance is given in the form of block loans and block grants and is not tied to any particular scheme of sector of development. With a view to increase the area under irrigation, the State Governments have been urged to allocate increased financial outlays and also accord priority to completion of the ongoing projects in advanced stage, by allocating adequate funds to such projects.

Special Tourist Train—the 'Great Indian Rover'

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

(a) total expenditure incurred on the nine-coach vestibuled air-conditioned broad-gauge luxury train the 'Great Indian Rover' meant to carry Buddhist pilgrim tourists, the earnings therefrom and the component of foreign exchange involved therein;

(b) whether the train is being withdrawn and introduced instead on the tourist circuit route from April 4; and

(c) if so, the reasons therefor and its likely traffic potential on its new run?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Total expenditure incurred on the 9 coach vestibuled A. C. Broad Gauge train 'Great Indian Rover' upto 31.1.85 is Rs. 1,56,53,701.00. The expenditure is inclusive of the cost of Mechanical/Electrical items and furnishing of the coaches. No foreign exchange was incurred. The total earnings from Nov. '83 to 21. 2. 85 for commercial runs of Buddhist pilgrims and others were Rs. 28.68 lakhs.

(b) and (c). Considering that the potential of traffic on the Buddhist Itinerary was somewhat limited, it has now been decided to revise the itinerary covering Delhi, Agra, Khajuraho, Varanasi and Delhi which is likely to be more popular with the tourists, as per indications given by the India Tourism Development Corporation market intelligence.

Improvement at Canning Station in Eastern Railway

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

(a) whether suggestions have been received from M. Ps to provide some basic amenities and make improvements at Canning Station on the Eastern Railway, which is the gate way to the Sunderban Area, with a view to attract tourist traffic;

(b) if so, whether any action has been taken in the matter so far;

(c) if not, the reasons therefor; and

(d) whether the matter will be looked into for issue of necessary instructions to the Eastern Railway authorities?

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

(b) to (d). The suggestions made have been examined. Basic amenities such as platform, waiting hall, benches, suitable lighting arrangements, drinking water supply, latrines, etc. already provided at

Canning station are adequate to cater to the needs of present level of traffic offering at this station. Additional passenger amenities are provided on a programmed basis taking into consideration the availability of funds and comparative needs of various stations. As Canning is a terminal station for suburban traffic only, provision of amenities like refreshment room, retiring room, are not considered necessary. Adequate catering facilities to meet the requirements for local passengers, are however, in existence.

Cause of G. T. Express Accident

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

(a) whether the Madras-New Delhi Grand Trunk Express collided with a stationary goods train in the Gwalior-Agra Section of the Central Railway on January 6, 1985;

(b) if so, what was the cause of the accident ;

(c) how many people died and got injured in the accident ;

(d) what action has been taken after the accident by the Government ;

(e) whether Government have given full compensation to the families of those who were killed and injured in the accident ;

(f) if not, reasons therefor and when it will be given ?

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

(b) The accident was due to the GT Express having been sent into the block section which was occupied by the three wagons which had parted from a goods train.

(c) In this accident one person, escorting a military consignment in one wagon

of the parted portion of the goods train was killed instantaneously. Amongst those travelling on the Express train, 4 persons sustained grievous injuries, 22 simple injuries and 4 trivial injuries.

(d) The accident has been enquired into by the Commissioner of Railway Safety Western Circle who submitted his preliminary report. The Cabinman and Assistant Station Master of Hetampur and the Guard of the goods train were placed under suspension and taken into custody by the Police. A comprehensive Action Plan for prevention of accidents has been initiated. This includes inspections by senior officers, surprise checks, ambush checks, training, counselling and monitoring of staff at work. The Action Plan is being watched by Divisional Railway Managers and General Managers of Zonal Railways and also at the level of the Railway Board.

(e) and (f). No compensation has been paid so far. However ex-gratia relief has been arranged. The claims arising out of this accident are to be determined by the additional District Judge/Morena who is competent authority under Section 8238 of Indian Railways Act, 1890. The compensation would be paid without loss of time as awarded by the above Court.

Demand of Railway Wagons by Coal Companies

156. KUMARI PUSHPA DEVI :
SHRI AMAL DUTTA :
SHRI K. PRADHANI :

Will the Minister of RAILWAYS be pleased to state :

(a) the total number of wagons required per day by different coal companies for transport of coal ;

(b) the number of wagons now being placed per day before different coal companies ;

(c) whether Government have proposal to supply more wagons for transportation of coal ; and

(d) if so, the details of the number of wagons proposed to be supplied to each coal company per day during 1985-86 financial year ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) The total requirement of wagons for loading of coal as assessed during an Inter-ministerial meeting is, 13,200 wagons per day including 11,600 to be loaded by collieries of Coal India Limited.

(b) Railway-wise break-up of number of wagons supplied per day during February, 1985 is as under :—

Railway	Supply of Wagons
Central	1190
Eastern	5833
Northeast Frontier	199
South Central	994
South Eastern	4620
Total :	12836

Information regarding supply of wagons for loading coal is not maintained coal Company-wise by the Railways.

The supply of wagons in the South Central Railway, which serves Singareni Coal Company, was 206 wagons less than the target because of the Company's inability to accept them for less production of coal.

(c) and (d). Efforts are being made to supply more wagons to Coal India which is partly dependent on reduction in detention to wagons in collieries for loading and at terminals for unloading. While, wagons upto the target given above are proposed to be supplied upto May, 1985, the supply beyond May, 1985 shall be arranged in accordance with the decision taken Inter-ministerially and by Cabinet Committee on Industrial Infrastructure during the course of the year.

Meeting of State Power Secretaries

157. SHRI AJIT KUMAR SAHA :
Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether any meeting was held on February 2, 1985 at New Delhi between the Union Power Secretary and the State Power Secretaries ;

(b) if so, the details thereof ; and

(c) steps taken or proposed to be taken by the Government on the suggestions of the Power Secretaries made in the said discussions ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND): (a) to (c). A meeting was held on 2.2.1985 under the Chairmanship of the Union Power Secretary with State Power Secretaries, Chairman of State Electricity Boards, etc., to discuss implementation of the Centrally sponsored scheme for renovation and modernisation of thermal power stations. At the meeting various measures required for speedy and efficient implementation of the scheme were discussed. It was, inter alia, decided that essential items of renovation and modernisation which have a direct bearing on increasing power generation should be implemented under the Centrally funded scheme. Representatives of the States agreed to consider the scheme as a full time activity and to set up a plant betterment cell in each power station. It was also agreed that a consolidated list of all equipments required for renovation and modernisation of the thermal stations would be furnished by the State authorities to enable BHEL to assess the quantum involved and to categorise the items to facilitate their supply according to schedule. The responsibility to ensure appropriate quality of spares and other equipments was accepted by the representatives of the manufacturers.

Causes of High Rate of Deaths Caused by Meningitis in Capital and Treatment Thereof

158. SHRI K. PRADHANI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether any study had been made into the causes of meningitis disease and the high rate of deaths caused thereby in the capital recently ; and

(b) if so, the reasons for the sudden spurt in meningitis this year and measures being taken to ensure effective treatment like introduction of some sort of preventive vaccines ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) and (b). There are no specific or ascertainable reasons for the spread of the disease during the year. The incidence pattern over the years has been irregular without following any particular mode.

The following measures have been taken to check the spread of the diseases :

- (i) Constant surveillance is being maintained specially in the affected and congested localities.
- (ii) Early diagnosis and treatment, even on the basis of presumptive clinical diagnosis is being undertaken.
- (iii) Arrangements for adequate supply of drugs have been made. All the hospitals and dispensaries have stocked sufficient quantities of required antibiotics and supportive drugs.
- (iv) In order to create a general awareness amongst the public and to impress upon them the need for early diagnosis and treatment, the services of AIR and Doordarshan, and also of the press are utilised.

(v) The Indian Medical Association have initiated action to issue instructions to their members regarding proper management of cases.

(vi) The W.H.O., at our behest, has airlifted Sera for proper typing of the causative organisms.

(vii) The Indian Council of Medical Research has initiated studies on the carriers and their management in order to provide information on the epidemiology of the disease for better control.

(viii) It has been decided to vaccinate the identified high-risk groups for which arrangements have been made to obtain vaccines from abroad.

Conversion of Metre Gauge Line into Broad Gauge from Rajkot to Veraval

159. SHRI MOHAN LAL PATEL : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to convert metre gauge line into broad gauge from Rajkot to veraval via Junagarh in Gujarat State ;

(b) since when this proposal is pending before Government ;

(c) the reasons for delay in this project ; and

(d) when this work is likely to be taken up to fulfil the demand of the people of this area ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (d). There is no such proposal at present. The present resources constraint does not permit consideration of this proposal in the immediate future.

**Reasons to Give up "Trauma Centre"
in Delhi**

160. SHRI K. RAMAMURTHY : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether a colossal amount of Rs. 28.60 crores "Health Money" on a TRAUMA CENTRE PROJECT in the Capital is going down the drain since it has been found by the Government that this project is not feasible and practicable;

(b) whether the Consultant of this Project visited many European countries for preparing the project report ; and many European countries for preparing the project report ; and

(c) if so, the reasons for giving up this project %now

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGNEDRA MAKWANA : (a) The Trauma Centre Project of the All India Institute of Medical Sciences has been duly approved by the Government.

(b) Yes, Sir.

(c) Does not arise.

**Prevention of Accidents and Setting up
of Railway Hotel Corporation**

161. SHRI B.V. DESAI :
SHRI KAMAL NATH ;
SHRI C. MADHAV REDDY ;
SHRI G.G. SWELL : Will the Minister of RAILWAYS be pleased to state :

(a) whether a nine point strategy to improve efficiency in the railways has been mooted;

(b) if so, whether for boosting their internal resources, railways are contemplating setting up of a chain of hotels under the Railway Hotel Corporation;

(c) if so, whether any steps are proposed to be taken to check the large

number of accidents that have been taking place during the last two to three months; and

(d) if so, the details of the proposed steps for checking the accidents and also for improving efficiency ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAV RAO SCINDIA) : (a) Suitable drives to improve the efficiency of the railway are instituted from time to time.

(b) A decision in this regard is likely to be finalised shortly.

(c) Yes, Sir.

(d) With a view to improving safety on Railways further, an Action Plan has been launched with effect from 15.1.1985. This plan focusses attention on inspections by senior Officers, surprise checks, ambush checks; monitoring, training and counselling of staff. The programme is being monitored by Divisional Railway Managers and General Managers of the Railways and also at the Railway Board's level. In addition, efforts are being made to allocate larger amounts of funds for renewal and rehabilitation of assets.

**Fire Aboard the Passenger Shri M. V.
Chidambaram**

162. SHRI B. V. DESAI :
SHRI DHARAMPAL SINGH
MALIK ;
SHRIMATI GEETA
MUKHERJEE ;
SHRI SODE RAMIAH : Will be Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether thirteen passengers were charred to death and over 100 received burns in the fire that broke out aboard the passenger ship M. V. Chidambaram on February 12, 1985;

(b) if so, whether the ship with 700 passengers and cargo caught fire on the high seas, 300 k.m. off south-east of Madras;

(c) if so, whether the cause of the fire was enquired into;

(d) if so, outcome of the enquiry report;

(e) what action has been taken against those held responsible; and

(f) whether any financial assistance or compensation has been paid to the family members of those killed/injured in that incident ?

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

(a) Twenty-nine bodies/skulls have been recovered. One passenger suffered a minor burn injury which was treated by the ship's doctor.

(b) The ship was carrying 702 passengers and 196 tons of cargo caught fire on high sea about 300 miles off Madras at 1340 hrs. (IST) on 12.2.1985 on her way from Singapore to Madras.

(c) to (e). A statutory enquiry by the Principal Officer Mercantile Marine Department, Madras under the Merchant Shipping Act, 1985 has been instituted, and is under progress;

(f) A sum of Rs. 10,000 - ex-gratia is being paid by Shipping Corporation of India to the next of kin of each person who died in the accident.

Programme for Control of Blindness

163. SHRI B. V. DESAI. : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) Whether a national programme was started in 1976 to curb the growing rate of blindness and to provide immediate eye relief in the rural areas all over the country;

(b) if so, the main objective thereof;

(c) how many of them have been achieved so far;

(d) whether the aforesaid programme has not been effectively influenced so far with the result that the rate of blindness in India has been increased;

(e) whether an analysis of the various causes of blindness has revealed that 80 per cent of the blindness of 9 million blinds in India was avoidable; and

(f) if so, whether Government propose to implement the national programme effectively to check the increasing blindness ?

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

(b) The main objective of Programme are :

(i) to provide immediate relief by extending eye care services for far-flung areas through Mobile Camp approach.

(ii) to establish permanent eye facilities at Community PHC/Taluk/District and State level.

(c) & (d). The National Programme for Control of Blindness has been implemented effectively throughout the country. The achievement regarding development of infrastructure is given below :

Strengthening of PHCs	2000
Strengthening of Distt. Hospitals	404
Upgradation of Deptt. of Ophth. of Medical College	60
Establishment of Regional Instts.	5
Setting up of Distt. Mobile Units	30
Setting up of State Ophth. Cells	18

There has been a significant rise in performance of Cataract Operations from 5.5 lakh in 1981-82 to 10.69 lakh in 1983-84.

(e) Yes, 80 per cent of blind population are amenable to treatment by modern medical techniques.

(f) With the inclusion of this Programme in the 20 Point Programme of the Govt. of India a new thrust has been given to improve the implementation of the Programme throughout the country in a phased manner.

Working Groups on Major Ports

164. SHRI B.V. DESAI : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) Whether Government have appointed five working groups to study the organisational, financial and operational aspects of major ports;

(b) if so, whether the Major Ports Reforms Commission which failed to function will now operate through these working groups ;

(c) whether the Commission was set up on January 7, 1984 and was asked to study the entire gamut of major ports operation and the feasibility of setting up a National Port Authority on the lines of the Railway Board ;

(d) whether the Commission failed to take off even after completion of one year ; and

(e) if so, to what extent these working groups would be able to fulfil the task set forth for the Commission ;

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT : (SHRI Z.R. ANSARI) : (a) and (b). The Major Ports Reforms Committee in its meeting on 17th December, 1984, having regard to its wide ranging and comprehensive terms of reference; identified five activity areas requiring indepth study. In the interest of expeditious completion of its task it was decided by the Committee to :—

- (i) set up one Working Group for each activity area to make an indepth study of it ;
- (ii) meet once a month to review the progress of the Working Groups,

hold discussions with representatives of voluntary bodies, State Governments and specialised institutions in the port and shipping industries and also pose specific issues to the concerned Working Groups.

It may be mentioned that the setting up of Working Groups by such Committees is a fairly normal methodology.

(c) and (d). Even though the Committee, after sanction of staff etc., de-facto entered upon the task only towards the end of last year, it has since then held three meetings so far and the fourth meeting is slated for 25th March, 1985. The Working Groups have in all held 7 meetings. Besides this they have met the port users, shipowners, shipping agents, clearing and forwarding agents and principal importers and exporters at Bombay

The Committee will also deliberate upon the question of setting up of a centralised Port Authority.

(e) As explained, the Working Groups and the main Committee are working simultaneously so that the Committee could complete its task expeditiously. The question of Working Groups functioning as a substitute of the main Committee in the circumstances does not arise.

U.G.C. Suggestion on Syllabus for Inclusion of Marxism in Political Science Courses

165. SHRI R.P. DAS :
SHRI SAIFUDDIN
CHOWDHARY :
SHRI SUDHIR ROY :

Will the Minister of EDUCATION be pleased to state ;

(a) whether the University Grants Commission suggested introduction of liberalism and Marxism in the courses of political science at all levels in the Universities ;

(b) if so, whether the said suggestion has been implemented ; and

(c) if not, whether Government plans to introduce uniform syllabus on these subjects in various Universities ?

THE MINISTER OF EDUCATION (SHRI K.C. PANT) : (a) The University Grants Commission has constituted panels of experts in various subjects of study and research to advise the Commission on matters relating to standards of teaching and research. These panels periodically review the syllabi and courses of study with a view to making them upto-date. The recommendations made by the panels are brought to the notice of the universities for reviewing the syllabi of the relevant courses.

A Report on the revision of syllabi for political science courses prepared on behalf of the UGC panel on Political Science in 1978-79 had mentioned incorporation of elements of liberalism and marxism in the course in political science.

(b) 12 Universities have generally accepted the recommendations contained in the report.

(c) The recommendations made by the Panels are made available to the universities for their guidance. The Government have no proposal to introduce uniform syllabi for various courses offered by the Universities.

New cure for Dehydration

166. **SHRI S.M. GURADDI :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the estimated loss of children's life in India, especially in rural areas, due to dehydration ;

(b) whether it is a fact that a new cure or method has been developed to prevent dehydration ;

(c) if so, what steps are being taken to extend awareness and availability of the cure or method in rural areas ; and

(d) what was the coverage of the population in this respect during 1983-84 and

what is the target for 1984-85 and 1985-86 ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) Total number of persons (including children) died in the country from diarrhoeal during the last 3 years are as under :—

1982	—	16844
1983	—	8445
1984	—	6298

(b) Oral dehydration therapy has been found to be extremely effective in dealing with dehydration.

(c) (i) Every village health guide looking after 1000 population in the rural areas, is being supplied with 60 packets of Oral Rehydration Salt every year.

(ii) Health education material are being published in different languages for education of health workers and members of the community for prevention of diarrhoea through the use of Oral rehydration solution.

(iii) Training Courses are being conducted for the doctors, paramedical workers and village health guides in the promotion of use of OKS.

(d) Based on the coverage of 1000 population by one village health guide, the total coverage of population is as follows :—

<i>year</i>	<i>No. of VHG*</i>	<i>No. of population covered</i>
1983-84	3.49 lacs	349 million
1984-85	4.50 lacs	450 ,,
1985 86	4.80 lacs	480 ,,

Power Shortage Problem

167 **SHRI SYED MASUDAL HOSAIN :** Will the Minister of IRRIGATION AND POWER be pleased to state :

(*Village Health Guide)

(a) names of those States having chronic power shortage problem ;

(b) steps taken by the Centre to improve the situation in each plan period, plan-wise ; and

(c) the gap between the output and the demand in each State?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKAR-ANAND): (a) Power shortage has been experienced generally by all the States in various degrees. During 1984-85 (upto Feb '85) the States which have experienced power shortage of 15% and above are Haryana, Jammu & Kashmir, Punjab, Bihar, Orissa and West Bengal.

(b) As a part of the Five Year Plans, the following generating capacity has been added in the various Five Year Plans:—

<i>Plan period</i>	<i>Capacity addition (MW)</i>
First Plan (1951-56)	1100
Second Plan 1956-61)	2250
Third Plan (1961-66)	4520
Annual Plans (1966-69)	4120
Fourth Plan (1969-74)	4579
Fifth Plan (1974-79)	10202
Annual Plans (1979-80)	1799
Sixth Plan (1980-85)	14000 (Anticipated)

A number of measures have also been taken from time to time to improve the capacity utilisation of thermal power plants in the country. These measures includes :

- (i) assistance to State Electricity Boards/power stations to prepare and undertake plant betterment programmes ;
- (ii) adoption of preventive maintenance techniques for reducing the outage periods ;
- (iii) assistance in procurement and management of spare parts from Indig.nous and foreign sources ;
- (iv) assistance in procurement of requisite quality and quantity of coal ;
- (v) setting up of Task Forces for achieving early stabilisation of the units ; and
- (vi) arranging training of power stations personnel in operation and maintenance.

(c) The present gap between the output and the demand in each State, based on the data of February, 85, is indicated in the enclosed statement.

Statement

(i) *Present position of state' Union Territory-wise demand and supply of electricity.*

All figures in MU/day (Net)

S. No.	State/U.T.	Demand	Supply	Deficit (%)
I. NORTHERN REGION				
1.	Chandigarh	0.8	0.8	—
2.	Delhi	11.8	11.8	—
3.	Haryana	16.2	10.1	6.1 (38)
4.	H. P.	2.0	1.9	0.1 (5)

5. Jammu & Kashmir	5.0	3.3	1.7 (34)
6. Punjab	20.2	18.3	1.9 (9)
7. Rajasthan	21.7	17.3	4.4 (20)
8. Uttar Pradesh	49.7	41.7	8.0 (16)

Total : 127.4 105.2 22.2 (17)

II. WESTERN REGION

1. Gujarat	39.7	38.2	1.5 (4)
2. Madhya Pradesh	31.2	31.2	—
3. Maharashtra (incl.) Goa)	72.4	67.4	5.0 (7)

Total : 143.3 136.8 6.5 (5)

III. SOUTHERN REGION

1. Andhra Pradesh	37.7	37.7	—
2. Karnataka	31.4	27.7	3.7 (12)
3. Kerala	14.1	14.1	—
4. Tamil Nadu (incl. Pondicherry)	41.1	35.5	5.6 (14)

Total : 124.3 115.0 9.3 (7)

IV. EASTERN REGION

1. Bihar	12.7	8.4	4.3 (34)
2. D.V.C.	18.5	14.8	3.7 (20)
3. Orissa	15.2	12.7	2.5 (16)
4. West Bengal (incl. Sikkim)	19.2	16.8	2.4 (13)

Total : 65.6 52.7 12.9 (20)

V. NORTH-EASTERN REGION 4.7 4.6 0.1 (2)

VI. ALL INDIA 465.3 414.3 51.0 (11)

Kelo Major Irrigation Project (M.P.)

168. KUMARI PUSHPA DEVI : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government of Madhya Pradesh have requested his Ministry to execute Kelo major irrigation Project of that state ;

(b) if so, the steps taken to implement the above proposal ;

(c) the estimated cost of that project ; and

(d) at what stage the above project is under implementation ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKAR-ANAND) : (a) and (b). Madhya Pradesh has not requested the Centre to execute Kelo Irrigation Project. Irrigation being a State subject, irrigation projects are executed by the States.

(c) and (d). According to a Project Report submitted by the State in 1979, the Scheme was estimated to cost Rs. 17.8 crores. The State Government has not yet taken up execution of this Project. They are carrying out investigations to assess the extent of coal deposits that may go under submergence by the proposed reservoir of Kelo Irrigation Project.

Underweight Newly Born Babies and their Deaths in Bhopal

169. SHRI DHARAM PAL SINGH MALIK : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government's attention has been drawn to the news' item appeared in the Hindustan Times dated the 17th February, 1985 wherein it has been stated that during the last 2 months, nearly 25 per cent of the newly born babies living in old Bhopal have died soon after their birth ;

(b) whether it has also been stated that such newly born babies are under-

weight, causing anxiety to both parents and gynaecologists there ; and

(c) whether Central Government propose to send a team of experts to Bhopal to inquire into the matter and propose preventive measures in regard thereto ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) and (b). Government have seen the relevant Press Report.

(c) A study on growth and development among new born of the MIC affected areas has been initiated at Bhopal since 1st January, 1985 by the Indian Council of Medical Research. Approximately 100 babies were examined during the first week who were 7 to 40 days old. Most of these babies are full term but low in birth weight with an average of 2 kilogramms. Mother's weight ranges from 40 to 45 kilograms and they are generally malnourished. Developmentwise, the babies had minor birth anomalies, such as periauricular nodule and hernia. However this incidence is not any higher than those reported in general population.

Vacancies of Medical and Para-medical Personnel in Hospitals of Delhi Administration

170. SHRI DHARAM PAL SINGH MALIK : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government's attention has been drawn to the news item appearing in the Hindustan Times dated 19th February, 1985 wherein it has been stated that work at several Delhi Administration hospitals which are meant to cater to the needs of weaker sections has been suffering because of a ban due to which 500 vacancies of medical and para-medical personnel have not been filled ;

(b) whether Delhi Administration has also apprised the situation to the Central Government as mentioned in part (a) above ; and

(c) if so, the reaction of Central Government thereto ?

[*Translation*]

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA). (a) and (b) Yes.

(c) speedy action to fill up the vacancies has been initiated.

Investment on Metro Railway Project

171. SHRI AMAR ROYPRADHAN :
SHRI SANAT KUMAR MANDAL :

Will the Minister of RAILWAYS be pleased to state the amount invested so far to be invested for completion of Metro Railway Project in Calcutta ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAV RAO SCINDIA) : The amount spent on the project till January, 1985 is about Rs. 277 crores. The balance amount required for completion of the project is about Rs. 523 crores.

Profit and Loss of State Electricity Boards

172. DR. A.K. PATEL :
SHRI C. JANGA REDDY :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the profit and loss in respect of the Electricity Boards of each State and Union Territory, during the last three years (year-wise) and their position in regard to their annual financial performance vis-a-vis the 5 biggest power houses in the private sector ; and

(b) the total amount of loss suffered so far by those Electricity Boards which are incurring losses ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) and (b). Profit and losses in respect of 18 State Electricity Boards and the 5 biggest power houses in the private sector during the years 1980-81, 1981-82 & 1982-83 and the cumulative losses up to 31st March, 1983 in respect of the State Electricity Board which suffered losses are given in statement enclosed. The remaining four States and all Union Territories do not have State Electricity Boards.

Statement

(A) *Profits and Losses of state Electricity Boards during 1980-81, 1981-82, 1982-83 and cumulative Loss of the State Electricity Boards (which incurred losses) upto 31. 3. 1983*

(Rs. in Crores)

Sl. No.	Name of the State Electricity Board	1980-81	1981-82	1982-83	Cumulative (loss) as on 31.3.1983
1.	Andhra Pradesh	+ 8.20	+13.00	+ 10.30	—
2.	Assam	—10.20	—10.30	N.A.	—75.4 (As on 31.3.82)
3.	Bihar	—37.60	— 8.50	+ 9.10	—106.8
4.	Gujarat	+ 3.70	+ 7.80	—12.00	— 43.2
5.	Haryana	—30.60	—48.30	—55.20	—197.9

1	2	3	4	5	6
6. Himachal Pradesh	—11.80	—10.20	— 7.30	—59.6	
7. Jammu & Kashmir	NA	NA	NA	NA	
8. Karnataka	+15.90	+17.90	+28.50	—	
9. Kerala	+12.50	+ 0.80	— 3.80	—	
10. Madhya Pradesh	—22.20	—32.70	+ 2.00	—31.1	
11. Maharashtra	—20.10	—21.40	—20.60	— 1.4	
12. Meghalaya	— 1.90	N.A.	N.A.	—21.7 (Ason 31.3.81)	
13. Orissa	+ 7.70	— 4.30	—10.60	—55.4	
14. Punjab	+ 6.40	— 7.90	— 3.30	—73.1	
15. Rajasthan	— 8.20	—37.10	—31.50	—41.9	
16. Tamil Nadu	+ 4.00	+ 0.90	+5.30	—	
17. Uttar Pradesh	—49.30	+59.40	—48.50	—531.6	
18. West Bengal	—12.90	—28.50	—34.40	— 83.3	

(B) *Net profit before taxation and Statutory appropriation in respect of Five biggest private Power Houses in Private Sector (Rs. in crores)*

S. No.	Name of Company	1980-81	1981-82	1982-83
1.	The Calcutta Electricity Supply Corpn (India) Ltd., Calcutta.	8.50	3.85	2.38
2.	The Ahmedabad Electricity Company Ltd., Ahmedabad.	5.72	6.81	7.88
3.	TATA's Andhra Valley Power Supply Co. Ltd., Bombay.	3.44	7.80	8.42
4.	The Tata Hydro-electric Power Supply Co. Ltd., Bombay.	2.30	4.79	5.48
5.	Tata Power Co. Ltd., Bombay.	5.40	12.52	14.03

+ Profit ; — Loss ; N.A. Not Available

Prevention of Disabilities

173. SHRI THAMPAN THOMAS: Will the Minister of SOCIAL AND WOMEN'S WELFARE be pleased to state :

(a) the latest available estimate of disabled persons in the country suffering by main disabilities and how the estimate was arrived at ;

(b) which of these disabilities are largely preventable and the preventive steps taken by Government in the last three years ; and

(c) the time span within which the preventable disabilities are planned to be eliminated ?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL AND WOMEN'S WELFARE (SHRIMATI MARAGATHAM CHANDRASEKHAR) : (a) The survey conducted by the National Sample Survey Organisation during 1981 is the latest estimate of disabled population in the country. The survey covered locomotor, speech and hearing and visual disabilities. According to this estimate 12 million people are suffering from one or other disability constituting about 1.8 per cent of the total population of 680 million (1981 census). A statement regarding the area covered and the deficiencies followed in the survey is annexed.

(b) Blindness due to keratomalacia—the most severe form of Vitamin A deficiency coupled with malnutrition and orthopaedic disabilities due to polio are largely preventable. During the last 3 years the following number of children in the age group 1-5 were covered under the programme of prophylaxis against blindness due to Vitamin A deficiency :-

Figures in million

1981-82	1982-83	1983-84
18.66	19.09	16.94

The number of beneficiaries given polio vaccination under the immunisation programme is given below :-

No. of beneficiaries in lakhs

1981-82	1982-83	1983-84
29.3	44.5	79.4

(c) Targets for the Seventh Plan are being worked out.

Statement

The survey covered 5409 sample villages and 3652 urban blocks, throughout the country (excluding Assam).

The following definitions were adopted for the survey :-

(i) Visual Disability :

A person was treated to be visually disabled if he/she did not have light perception both eyes taken together or if he/she had light perception but could not correctly count fingers of a hand (with spectacles if he/she used spectacles) from a distance of 3 metres in good day light.

(ii) Hearing Disability :

A person having one ear with normal hearing ability and the other with total loss of hearing ability was treated as normal and not disabled. Hearing ability was judged without the use of hearing aids. The following persons were classified as disabled :

(a) Those cannot hear at all (i.e. hearing only loud sound such as thunder and understanding only gestures) ;

(b) Those with profound hearing loss (i.e. hearing only loud sound such as thunder and understanding only gestures) ;

(c) Those with severe hearing loss (i.e. hearing only shouted words or hearing if the speaker is in front) ; and

(d) Those with moderate hearing loss (i.e. having hearing

disability to such an extent that they usually ask to repeat or like to see the face of the speaker or feel difficulty in conducting telephone conversation or in hearing whispsers).

(iii) *Speech Disability* :

In addition to those who cannot speak at all, persons having the following defects were considered disabled :

- (i) Speaking unintelligibly ;
- (ii) Stammering ;
- (iii) Speaking with abnormal voice ; and
- (iv) Other speech defects (nasal voice and articulation defect)

(iv) *Locomotor Disability* :

By locomotor disability was meant an individual's inability to execute distinctive activities associated with moving both himself and objects from place to place. The loss or lack of normal ability of an individual associated with moving both himself and objects from one place to another can occur due to :

- (i) Paralysis of the limb or body ;
- (ii) deformity of the limb ;
- (iii) amputation ;
- (iv) disfunction of joints of the limb ; and
- (v) deformity in the body other than that in the limb (i.e. deformity in spine; deformity in the neck)

The hunch-back and dwarf were also included under locomotor disability.

Railway Line Between Cochin-Alleppey-Coimbatore

174. SHRI THAMPAN THOMAS : Will the Minister of, RAILWAYS be pleased to state :

(a) the progress of the construction of rail line between Cochin and Alleppey and Alleppey-Coimbatore ; and

(b) when the work is to be completed ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). The construction of a rail line from Ernakulam (Cochin) to Alleppey and its extension from Alleppey to Kayamkulam are approved works. Their progress is 42% and 0.1% respectively. There is no line under construction between Alleppey and Coimbatore. Completion of these works will depend on availability of resources in the coming years.

Rail Line From Mangalore To Bombay

175. SHRI THAMPAN THOMAS : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to have a rail line from Mangalore to Bombay and also the 'Konkan' Railway line ; and

(b) if so, the present position in regard thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). The proposal for construction of the West Coast line from Apta on Central Railway to Mangalore on Southern Railway via Roha, Dasgaon, Ratnagiri, Madgaon, Karwar and Udipi has been under consideration.

In view of the long length and considerable cost of this proposed line, it has to be taken up in phases. Construction of the Apta-Roha (61 Kms.) new FG line is an approved work. The Apta-Pen (20 Kms.) section has already been opened to

traffic. The Pen-Nagothane (27 Kms.) section is expected to be completed shortly.

An Engineering-cum-Traffic Survey from Mangalore to Madgaon (325 Kms.) is also in progress.

Amount Spent on Various Programmes of Education

176. PROF. SAIFUDDIN SOZ : Will the Minister of EDUCATION be pleased to state :

(a) the amount actually spent on various programmes of Education during the year closing on 31st of December, 1984;

(b) percentage of the National Budget did the above amount make up ; and

(c) amount of money spent on adult education programmes during the same period ?

THE MINISTER OF EDUCATION (SHRI K.C. PANT) : (a) The Government accounts are maintained according to financial year and not calendar year. So far as the Ministry of education is concerned the actual expenditure incurred during the period 1.1.1984 to 31.12.1984 is Rs. 407.97 crores.*

(b) Since the period 1.1.1984 to 31.12.84 covers partly two financial years, it is not possible to arrive at a correct percentage of the above expenditure with reference to the Budget for a single year.

(c) Rs. 34.78 crores.

*Expenditure incurred by State Governments/UT Administrations is recorded separately in the books maintained by the State Government/UT Administrations.

Dredging Subsidy to Paradip Port

177. SHRIMATI JAYANTI PATNAIK : Will the Minister of SHIPPING AND TRANSFERT be pleased to state :

(a) whether a proposal to provide subsidy to the Paradip Port Trust to meet a major part of its dredging expenses was under consideration of the Government;

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

(c) details of the subsidy, cost of the dredger etc. which are proposed be granted by Government for the Paradip Port Trust.

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) to (c). A proposal for grant of certain financial concessions including subsidy on dredging, moratorium on repayment of loans etc. has been received from Paradip Port Trust. No decision has yet been taken on this proposal.

[Translation]

Amount Allocated to Orissa for Command Area Development Programme

178. SHRIMATI JAYANTI PATNAIK : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the amount allocated to Orissa for implementing Command Area Development Programme during the 6th Plan (Year-wise);

(b) the amount spent on Command Area Development Programme in the State of Orissa in the above plan period; and

(c) the details of the development works undertaken in the Command Areas of that State in the above plan period so far ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) the yearwise approved outlay for the Command Area Development Programme for the 6th Plan for Orissa in the State sector is as below :

(Rs. in lakhs)

1980-81	1981-82	1982-83	1983-84	1984-85	Total
376	186	140	110	150	962

(b) On the basis of figures furnished by the Orissa Government, the amount spent on the CAD programme in the above plan period, inclusive of expenditure on items

eligible for Central assistance from the Government of India under the Centrally Sponsored Command Area Development Programme, is as follows :

(Rs. in lakhs)

1980-81 to 1983-84	1984-85 (anticipated)	Total
1210.87	300.00	1510.87

(c) The State Government has taken up Command Area Development in four Major Irrigation Commands, namely Hirakud, Salandi, Mahanadi Delta Puri and Mahanadi Delta Cuttack, under the Centrally Sponsored CAD Programme. The activities taken up are construction of field channels, field drains, introduction of warabandi, adaptive trials, demonstration in farmer's fields, farmers' training, etc. Before taking up land development activities in the Command, land consolidation is being done.

Year Plan target is to establish 756 Primary Health Centres. According to information received 1003 primary health centres have already been established. As per the Government policy, no new dispensaries are to be opened.

(b) According to the revised norm, it is planned to establish in a phased manner for every 30,000 rural population in general areas and for every 20,000 in tribal and hilly areas.

Primary Health Centres Opened During Sixth Plan

179. SHRI HARISH RAWAT : Will the Minister of HEALTH & FAMILY WELFARE be pleased to state :

(a) the number of primary health centres and dispensaries were to be opened during the Sixth Five Year Plan and the number actually opened; and

(b) whether this number is considered appropriate as per the existing norms in this regard and if not, the advice his Ministry propose to give to the State Governments for increasing this number ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) Sixth Five

Rail-Cum-Road Booking Facilities

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

(a) whether his Ministry has received any representation for providing Rail-Cum-Road booking facilities for Pithoragarh, Lohaghat and Bageshwar towns of Uttar Pradesh ; and

(b) if so, the action proposed to be taken by his Ministry in this regard ?

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

(b) Out Agency at Pithoragarh is already open for booking of goods and parcel traffic while out-agencies at Bageshwar

and Lohaghat are open for parcel traffic only.

The proposal to open these Out Agencies for passenger booking also has been examined and not found justified due to insignificant passenger traffic and non-availability of the contractor due to prospects of meagre earnings.

[English]

Computerised Railway Reservation

181. PROF. RAMKRISHNA MORE: Will the Minister of Railways be pleased to state :

(a) whether the Railways has introduced computerised reservations of railway tickets in certain places;

(b) if so, the details thereof; and

(c) whether this will have any adverse impact on the manpower now engaged on such services ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Not yet. The Railways are currently developing a pilot system for introducing computerisation of berth/seat reservations in Delhi Area.

(b) Does not arise.

(c) No, Sir.

Sharing of Financial Burden Regarding Pay of University and College Teachers

182. SHRI SAIFUDDIN CHOWDHARY : Will the Minister of Education be pleased to state :

(a) whether it is a fact that the State Governments used to bear 20 per cent of the expenditure towards pay of college and university teachers prior to 1977 and the entire financial burden came on the State Governments during the last five years ;

(b) if so, whether Government propose to give any relief to the State Governments in this matter.

(c) if so, the details thereof ; and

(d) if not, the reasons therefor ?

THE MINISTER OF EDUCATION (SHRI K.C. PANT) : (a) No, Sir. The expenditure on salaries of teachers in universities and colleges is met by the State Governments themselves. However when the pay scales were revised in the past, the Central Government had agreed to offer financial assistance to the State Governments to the extent of 80% of the additional expenditure involved in revising the pay scales for a limited period. For the last revision of pay scales implemented from 1.1.73, the Central Government had offered assistance to the State Governments to meet 80% of the additional expenditure upto the period ending 31.3.1979. Thereafter the entire responsibility for payment of salaries on the revised scales devolved on the State Governments.

(b) to (d). The Central Government have no proposal to provide any assistance to State Governments to meet the maintenance expenditure of universities functioning under Acts of State Legislatures and the college affiliated to them.

Kuriarkutty-Karappara Multi-purpose Project

183. SHRI V.S. VIJAYARAGHAVAN: Will the Minister of Irrigation and Power be pleased to state :

(a) whether the power portion of the Kuriarkutty-Karappara multi-purpose project has not been sanctioned by the Government ;

(b) if so, the reasons therefor ;

(c) whether there is any proposal to sanction to irrigation part of this project ; and

(d) if so, by what time it will be approved ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) to (d). No, Sir. The Department of Environment has observed that the Karap-

para-Kuriakutty Multi-purpose project involving construction of three reservoirs for power generation and irrigation, would create adverse environmental affect as it submerges evergreen forests and cash crop plantations. The reaction of the State Government in the matter is awaited.

University Grants Commission Plan to Encourage Autonomous Colleges

184. SHRIMATI GEETA MUKHERJEE : Will the Minister of EDUCATION be pleased to state :

(a) whether Government's attention has been drawn to the University Grants Commission's plan to encourage State Governments and Universities to increase the number of autonomous colleges and educational institutions in the country;

(b) if so, the details thereof ;

(c) whether there is considerable opposition to this proposal from the Universities and students and teachers organisations ; and

(d) if so, the details thereof and Government's reaction thereto ?

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

(b) Although the scheme was initiated in the 4th Plan, not many colleges have been conferred autonomous status so far. The Commission has proposed that more universities and State Governments should be persuaded to confer autonomous status on colleges which is a necessary reform to decentralise university administration and to improve the scope for academic innovation and development.

(c) and (d). An assessment of the performance of some autonomous colleges made by the University of Madras indicates that the overall academic achievement of these colleges has been appreciable. There have however been some reservation that the innovations introduced in these colleges placed more obligations on teachers and students.

The Government is of the view that the scheme should be extended to cover more colleges as a measure of decentralisation of university administration, and for promotion of innovations and development.

Rationalisation and Simplification of Port Charges

185. SHRI SOMNATH RATH : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether the port charges have not been revised since long ;

(b) if so, whether Government have received any proposal to revise the port charges from different ports ; and

(c) what steps are proposed to be taken to rationalise and simplify the existing port charges and other levies in the interest of users ?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) and (b). Proposals for revision of port charges are received from various Port Trusts from time to time. Port charges for a variety of services have been revised on different dates in the recent past between November, 1983 and November, 1984. At present a proposal for comprehensive revision and rationalisation of Port Tariff received from Paradip Port Trust is receiving attention.

(c) The Directing Group appointed by the Ministry of Shipping and Transport in April, 1983 to study and make recommendations regarding uniform documentation systems, simplified payment procedures and rationalisation on tariff structure submitted its report in August, 1984. The Directing Group has made a number of recommendations to rationalise and simplify the existing port charges and other levies in the Major Ports.

An empowered Committee has been appointed to examine these recommendations and it has commenced its deliberations to suggest the requisite steps for

follow up action on the recommendations of the Directing Group.

Draught at the Port Areas of Calcutta and Haldia

186. SHRI AJIT KUMAR SAHA : Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that with the Farakka issue still in abeyance, the draught position at the port areas of Haldia and Calcutta is becoming quite complex ;

(b) if so, measure taken by the Government to ensure the river-way free for incoming and outgoing traffic ; and

(c) details of the progress made in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) to (c). At present the draft to the Port of Calcutta is governed by Balari Bar and to the Port of Haldia by Auckland Bar, downstream of Diamond Harbour. In order to improve the drafts to Calcutta and Haldia a comprehensive scheme was sanctioned by the Government in 1982. The scheme envisages construction of two Guide-walls viz. at upstream and downstream to Nayachara Island, Bank Protection Works in the Estuary, Capital Dredging and procurement of Navigational aids to facilitate navigation. Presently a 2800 metre long upstream guidewall, to Navachara Island, is under construction. Some Bank Protection Works are also in Progress.

International Symposium Workshop on "Iodine Nutrition Thyroxine and Brain Development"

187. SHRIMATI MADHURI SINGH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether recently an International symposium workshop on "iodine nutrition

thyroxine and brain development" was held in the capital ;

(b) the number of scientists participated and the names of the countries along with the conclusions reached at in the symposium ; and

(c) other details of the symposium ?

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

(b) and (c). 120 scientists from India, China, Canada, Belgium, U.S.A., Australia, Nepal, Spain, Indonesia, U.K., Japan, Singapore, Bangladesh, Finland and Algeria participated in the symposium.

The symposium workshop reviewed the rapid progress of research on the subject and made the following major recommendations :

(i) Create an awareness that adequate iodine is essential for the full mental and physical development of human beings ;

(ii) Implement the iodisation programme by 2000 A D., and

(iii) Promote further research on relationship of iodine, nutrition, thyroid function and brain development.

Power Shortage in Orissa

188. SHRI K. PRADHANI : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the acute power shortage in Orissa due to low water levels in the hydel reservoirs forcing a 30 per cent power-cut on high-tension consumers, has virtually crippled several power intensive industries in the State ; and

(b) if so, what assistance do Government propose to render to the Orissa State for early completion of the on-going hydel power projects like the one at Rangati and diversion of power from the neighbouring grid like Satpura in M.P. to

meet the present acute power shortage which is hitting the state's economy ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) All heavy and power intensive industries in Orissa have been subjected to 75% power restrictions for the entire water year 1984-85 (1.7.84 to 30.6.85).

(b) In order to meet power shortage in the State, assistance has been arranged from Andhra Pradesh State Electricity Board to the extent of about 100 MW which is being utilised to meet the production requirement of Rourkela Steel Plant. It is also expected that with the completion of 132 KV Brijrajnagar (Orissa)-Rajgarh (MP) transmission line in March, 1985, Madhya Pradesh would be able to give an assistance of 15 to 20 MW. 2 units of 50 MW each, under construction at Rangali, are expected to be commissioned by July and December, 1985 respectively.

Secondary Channel On The Hooghly River Near Sagar Heads

189. **SHRI SATYA GOPAL MISRA :** Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether it is a fact that the existence of the Haldia as well as Calcutta ports depends upon the progress as well as completion of the secondary channel on the Hooghly near the Sagar heads ;

(b) if so, by what time the said secondary channel on the Hooghly near Sagar heads is going to be completed, possible date with other details ;

(c) whether any other option exists to avoid the completion of the said secondary channel to keep the riverway free for incoming and outgoing traffic ; and

(d) if so, details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) to (d). A secondary channel, on the west of Auckland bar opposite Sagar Island, is again tending to open up. As develop-

ment of this channel results in decrease in depths of the Auckland bar in the Haldia channel, it is proposed to take up river training works in 85-86 to close the Secondary Channel.

A comprehensive scheme for improvement of drafts in the River Hooghly was sanctioned by the Govt. in 1982, in the Haldia-Balary area to improve the depths in the present navigational channel viz. Haldia Channel. The scheme envisages construction of two Guidewalls upstream and down-stream to Nayachara Island, Bank protection Works in the Estuary, Capital Dredging and procurement of navigational aids to facilitate navigation. Presently, a 2800 metre long guidewall to the upstream of Navachara Island is under construction. Some Bank protection Works are also in progress.

Toy Train in Darjeeling

190. **SHRI ANANDA PATHAK :** Will the MINISTER OF RAILWAYS be pleased to state :

(a) whether there is any proposal for improvement of the Toy Train in Darjeeling which is more popular among the tourists ;

(b) if so, the details thereof ; and

(c) the steps taken so far in this regard, if any ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAV RAO SCINDIA) : (a) to (c). There is no Toy Train in Darjeeling for tourists. The reference perhaps relates to the Narrow Gauge train services between New Jalpaiguri and Darjeeling. A proposal has been approved for the improvement of the coaches which provide for modern sitting accommodation with cushion seats and large glass windows for better view of the outside scenery. Batn room facilities are also being modernised. 4 such modernised coaches have been pressed in to service.

Setting up of a Ship Repairing Yard at Haldia

191. SHRI ANAND PATHAK : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether the state Government of West-Bengal has offered to extend all co-operation and assistance to the Centre for setting up a ship repairing yard at Haldia in West Bengal ; and

(b) if so, the response of the Central Government thereto ?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) The State Government of West Bengal has offered cooperation and assistance during initial studies by consultants and study groups for setting up ship repair facilities in West Bengal including one at Haldia.

(b) The Central Government has in principle accepted, while agreeing to the recommendations of the 15-Year Perspective Plan for ship repair facilities in India a scheme for setting up a Ship repair Yard at Haldia. A final decision will, however, depend on the overall availability of resources and the relative priorities of various needs in the economy of the country.

[*Translation*]

Muhane Dam Project

193. SHRI RAMASHRAY PRASAD SINGH ; Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the time by which Muhane Dam Project in the Hazaribagh District will be completed ;

(b) the total amount spent by the Central Government on this project so far ; and

(c) the details of the amount to be spent in future ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARA-

NAND) ; (a) Muhane Dam Project estimated to cost Rs.127 crores is a new major irrigation project proposed by Bihar. It is yet to be accepted by the Planning Commission. Hence its likely date of completion cannot be stated at this stage.

(b) Central Government has not spent any amount on this irrigation project. Irrigation being a State subject, investment for the irrigation project is to be financed from the State's plans. It is anticipated that the State would have incurred about Rs. 5 lakhs only on this project upto end of March, 1985.

(c) As the Seventh Five Year Plan of the State is not yet finalised, the likely expenditure on this project in the near future can not be stated at this stage.

[*English*]

Railway Accidents During the Last Six Months

193. SHRI M. MAHFOOZ ALI KHAN :

SHRI KAMAL NATH : Will the Minister of RAILWAYS be pleased to state :

(a) number of railway accidents which took place during the last six months ;

(b) number of persons killed and injured in each of these accidents ;

(c) details of the causes thereof ; and

(d) the amount of the compensation paid to the families of the victims of these accidents ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The number of train accidents during the last six months from September, 1984 to February, 1985, is as under :

Month	Collisions	Derailments	Level Crossing Accidents	Fires in Trains
September, 1984	6	60	4	1
October, 1984	1	59	6	—
November, 1984	3	56	3	—
December, 1984	2	52	3	—
January, 1985	4	52	8	—
February, 1985	5	68	8	4

(b) In these accidents 139 persons lost their lives and 390 sustained injuries.

(c) The various causes for these train accidents are as under :-

- (i) Failure of railway staff 231
- (ii) Failure of persons other than railway staff 26
- (iii) *Failure of equipment*

Rolling stock	49	}	58
Track	8		
Electrical	1		

- (iv) Sabotage 2
- (v) Combination of factors 8
- (vi) Incidental 21
- (vii) Causes under investigation 56
- (viii) Causes not established 3

(d) During the last six months Rs.74.88 lakhs have been paid as compensation in train accidents irrespective of the year of accident.

Setting up of a Centre For Genetic Engineering and Biotechnology

194. SHRI G.G. SWELL : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether a centre for genetic engineering and biotechnology will be set up in New Delhi ;

(b) the reasons that accepted for the choice of India as the centre ;

(c) whether India has made any progress in the science of DNA recombination ; and

(d) if so, the highlights thereof?

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

(b) The choice of India as the Centre has been made keeping in view the scientific and technological capabilities and infrastructure already available in the country.

(c) and (d). Considerable progress has been made in the field of recombinant DNA technology in the areas of agriculture and health. Advance Research in the field of recombinance DNA is being carried out at the following institutions :-

- (i) School of Environmental Sciences, Jawaharlal Nehru University, New Delhi.
- (ii) National Institute of Immunology, New Delhi.
- (iii) Indian Agricultural Research Institute.

- (iv) Indian Institute of Technology, New Delhi.
- (v) Bhabha Atomic Research Centre, Bombay.
- (vi) Poona University, Pune.
- (vii) Madurai Kamraj University, Madurai.
- (viii) Institute for Microbial Technology, Chandigarh.

Railway Time Tables

195. SHRI G.V. RAMA RAO : Will the Minister of Railways be pleased to state :

(a) whether Time Tables are being brought on time on the railways and if not, the details thereof for last 3 years and remedial steps taken ;

(b) whether all India Time Table (Bradshaw) is being brought out by a Private Company on payment of royalty to the Railways and if so, the details thereof ;

(c) what is the total expenditure on publication including staff on Time Tables for the last 3 years and returns therefrom, including advertisements ; and

(d) whether Government will consider handing over this job to private reputed firms, which is likely to be more profitable to the Railways by fixing sale price for public at present rates ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (d). Information is being collected and will be laid on the table of the Sabha.

Opening of Public Schools

196. SHRI ANAND SINGH : Will the Minister of EDUCATION be pleased to state :

(a) whether Government has been thinking of opening a large number of

public schools which would serve as pace setters and besides promoting education also promote national integration ; and

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

THE MINISTER OF EDUCATION (SHRI K.C. PANT) : (a) and (b). There is no proposal under consideration of Government to open a large number of public schools. However, the Government is considering the setting up of model schools at the district level during the 7th Plan period. The details of the scheme are being worked out.

Replacement of Railway Tracks in Railway Zones

197. SHRI ANAND SINGH : Will the Minister of Railways be pleased to state :

(a) the extent of out-dated length of railway track requiring replacement as at present in different Railway Zones (Broad Gauge and Metre Gauge, separately) ;

(b) the estimated cost of its replacement,

(c) the details of the time bound programme of replacement if any laid down ; and

(d) the proposed allocation of funds for the purpose this year ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The arrears of track renewals at present are estimated approximately as under :—

Railway Zone	BG (Kms)	MG (Kms)	Total (Kms)
Central	2117	—	2117
Eastern	1489	—	1489
Northern	2467	851	3318
North Eastern	—	1609	1609

North East			
Frontier	265	1166	1431
Southern	917	1825	2742
South Central	826	926	1752
South Eastern	1333	—	1333
Western	1886	2323	4209
Total	11300	8700	20000

(b) Rs. 2500 crores approximately.

(c) In 1984-85, about 2500 Kms of track is proposed to be renewed. The draft Seventh Plan (1985-90) envisages renewal of approximately 21,000 Kms of track. This, after taking into consideration the additional arising of tracks renewals will reduce the arrears at the end of VII Plan to half.

(d) Rs. 300 crores (Net) Rs. 360,46 crores (Gross) have been allotted for Track Renewals in 1984-85.

Functions of Integrated Child Development Services and Blocks Covered in Each State and Policy For 7th Plan.

198. SHRI AMARSINH RATHAWA : Will the Minister of SOCIAL AND WOMEN'S WELFARE be pleased to state :

(a) the number of blocks covered in

each State under the Integrated Child Development Services programme ;

(b) the number of families benefited in each State during the Sixth Plan period ;

(c) what steps are being taken to popularise this programme and open more blocks in the country and particularly in the Adivasi Areas in the country during the year 1985-86 ; and

(d) what is the Government policy for the said programme for the Seventh Five Year Plan ?

THE MINISTER OF STATE OF THE MINISTRY OF SOCIAL AND WOMEN'S WELFARE (SHRIMATI M. CHANDRASEKHAR) : (a) A statement-I showing state/U.T.-wise number of ICDS projects sanctioned is enclosed.

(b) ICDS is not a Scheme to benefit the whole families. A statement II showing, state-wise the number of beneficiaries as on 31.12. 1984 as per status reports received from 982 projects, is enclosed.

(c) In the selection of the projects, priority is given to tribal development blocks. 206 ICDS projects have been sanctioned for 1985-86. State have been allowed to take advance action on these projects during 1984-85.

(d) The policy for the Seventh Plan is that of phased expansion.

Statement I

Sl. No	Name of State or Union Territory	Number of ICDS Projects Sanctioned upto March, 1985.		No. of Centrally Sponsored projects allocated for 1985-86
		Centrally-Sponsored Projects	State Sector projects	
1	2	3	4	5
1.	Andhra Pradesh	70	09	10
2.	Assam	36	—	05
3.	Bihar	94	—	25

1	2	3	4	5
4.	Gujarat	47	16	08
5.	Haryana	26	10	04
6.	Himachal Pradesh	12	—	03
7.	Jammu & Kashmir	13	08	03
8.	Karnataka	48	30	08
9.	Kerala	37	24	06
10.	Madhya Pradesh	73	—	21
11.	Maharashtra	84	—	10
12.	Manipur	10	—	01
13.	Meghalaya	11	—	01
14.	Nagaland	12	—	01
15.	Orissa	43	01	15
16.	Punjab	29	—	05
17.	Rajasthan	45	—	10
18.	Sikkim	04	—	—
19.	Tamil Nadu	39	—	13
20.	Tripura	11	—	01
21.	Uttar Pradesh	143	08	25
22.	West Bengal	74	06	20
<i>Union Territories</i>				
23.	A & N Islands	04	—	—
24.	Arunachal Pradesh	10	—	—
25.	Chandigarh	02	—	—
26.	Dadra & Nagar Haveli	01	—	—
27.	Delhi	17	02	02
28.	Goa, Daman & Diu	09	—	02
29.	Lakshadweep	01	—	—
30.	Mizoram	11	03	01
31.	Pondicherry	03	—	02
Total		1019	117	206

Statement II

*Number of beneficiaries under ICDS Scheme
in different States/Union Territories as
on 31 December, 1984*

Sl. No.	Name of State/ Union Territory	No. of report- ing projects	Number (in lakhs) of beneficiaries receiving suppl- imentary nutrition Pregnant Women, nursing mothers and children.	Number (in lakhs) of child- ren get- ting pre- school ed- ucation
(1)	(2)	(3)	(4)	(5)
1.	Andhra Pradesh	66	4.40	1.73
2.	Assam	20	1.48	0.64
3.	Bihar	65	3.38	1.43
4.	Gujarat	63	3.43	1.56
5.	Haryana	33	2.11	0.79
6.	Himachal Pradesh	12	0.48	8.21
7.	Jammu & Kashmir	21	0.71	0.31
8.	Karnataka	78	6.97	3.26
9.	Kerala	60	3.80	1.54
10.	Madhya Pradesh	67	4.17	2.03
11.	Maharashtra	84	4.24	2.98
12.	Manipur	10	0.47	0.19
13.	Maghalaya	11	0.34	0.14
14.	Nagaland	12	0.89	0.28
15.	Orissa	44	2.51	0.91
16.	Punjab	27	1.49	0.75
17.	Rajasthan	45	2.98	1.27
18.	Sikkim	04	0.17	0.08
19.	Tamil Nadu	39	3.53	1.23
20.	Tripura	11	0.36	0.14
21.	Uttar Pradesh	103	5.52	2.93
22.	West Bengal	51	2.93	1.25

Union Territories

23.	Andaman & Nicobar Isld.	04	0.10	0.03
24.	Arunachal Pradesh	10	0.38	0.04
25.	Chandigarh	01	0.10	0.07
26.	Dadra & Nagar Haveli	01	0.06	0.02
27.	Delhi	19	2.20	0.83
28.	Goa, Damam & Diu	09	0.32	0.12
29.	Lakshadweep	01	0.06	0.01
30.	Mizoram	08	0.28	0.14
31.	Pondicherry	03	0.35	0.11
Total		982	59.91	27.02

Bhopal Gas Tragedy

199. SHRI MANJK REDDY. Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether ICMR have initiated 15 research projects after the Bhopal gas tragedy and if so, the nature and scope of these projects and when these are expected to end ; and

(b) whether Government propose to

set up a machinery to act speedily in such matters ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) A statement showing the details of the I.C.M.R. supported research projects on the subject is enclosed.

(b) There is no such proposal under contemplation as the existing machinery is fairly adequate to deal with such situations.

Statement

Sl. No.	Title of the Project	Duration (years)
1.	Follow study of human subjects affected by acute exposure to the gaseous discharges from an Industry at Bhopal.	6 months
2.	Long term studies on the health effects of MIC exposure through Community Health Clinics	5

1	2	3
3.	Clinical studies including respiratory function tests among MIC affected people (adults)	5
4.	Follow up studies in children (5-15 years) affected by MIC exposure	1
5.	Follow up studies of ocular changes in MIC affected subjects	1
6.	Clinico-pathological and histo-pathological investigations of MIC affected persons	3
7.	Microbiological investigations into the pulmonary Complications of the MIC affected subjects	2
8.	Clinical and forensic toxicological studies in MIC affected persons.	3
9.	Growth and development studies among newborn of the MIC affected areas (Fieif studies)	5
10.	Radiological studies of MIC affected persons	1
11.	Central and local coordinating units of the Council	5
12.	Pulmonary studies in the MIC affected population	3
13.	Indian Council of Medical Research Madhya Pradesh Government establishment of Data Base Information System for MIC follow up studies at Bhopal.	5
14.	Cytofluorimetric studies of cells in MIC exposed subjects.	5
15.	Study of the pulmonary function tests including blood gas analysis	2
16.	Genetic risk evaluation of MIC cytogenetic studies in population exposed at Bhopal.	3 years
17.	Neurological manifestation of MIC poisoning.	1 years
18.	Mental Health studies in MIC exposed population	3 years.
19.	Immunological studies in the MIC affected population in relation to cancer	3 years
20.	Epidemiological study on teratogenic affectes of MIC exposed population.	1 year

**Revision of Pay Scales of University
Teachers in West Bengal**

200. SHRI SUDHIR ROY : Will the Minister of EDUCATION be pleased to state :

(a) whether the West Bengal Government has approached the Central Government to bear the entire financial liabilities of the proposed revision of the pay scales for the college and universities teachers ;

(b) if so, whether the Government propose to accede to the said request ; and

(c) if not, the reasons thereof ?

THE MINISTER OF EDUCATION (SHRI K. C. PANT) : (a) No, Sir.

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

**Four lane bridge across river
Krishna in Andhra Pradesh**

201. SHRI N. VENKATARATNAM : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether the Chief Minister of Andhra Pradesh laid the foundation for construction of a four-lane bridge across the river Krishna called 'Kanakadurgamma Varadhi' near Vijayawada ;

(b) whether Government have cleared the project and provided its share ; and

(c) if not, the reasons thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R.ANSARI) : (a) to (c). The Government of India have sanctioned construction of a bridge across the river Krishna near Vijayawada on National Highway No. 5 as a two-lane facility, the foundation stone of which was laid by the Chief Minister of Andhra Pradesh in May, 1983. The bridge is now under construction out of the funds provided by the Government of India.

**West Bengal proposal for a Barrage
on River Subarnarekha**

202. SHRI NARAYAN CHOUBEY : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Central Government have received a proposal from the Government of West Bengal to construct a barrage on the river Subarnarekha near Bhasraghat in Midnapur District for irrigation purpose ;

(b) if so, whether the said proposal has been accepted by the Government ;

(c) what area and how many hectares of land will benefit from the scheme if implemented ; and

(d) what is the percentage of average irrigation facility in such areas where the above-named scheme is proposed ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) (a) and (b). Government of West Bengal has submitted Subarnarekha Barrage Project for an estimated cost of Rs. 158 crores for techno-economic clearance and acceptance by the Planning Commission. But the State Government is yet to clarify the measures to be taken for protecting the proposed command area of this project from floods and effect on the railway line, before the project can be cleared.

(c) and (d). The scheme is expected to provide irrigation to a culturable command area of 1.10 lakh hectares in Midnapur district, with an annual irrigation benefit of 1.30 lakh hectares. Area-wise percentage of irrigation developed in the different districts of the State is not maintained at the Centre.

Non-Stopping of Buses at Bus Stops

203. SHRI G. V. RAMA RAO : will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether despite putting one head constable with two men to ensure that Delhi Transport Corporation buses stop

properly at their stands, there is no improvement; and

(b) if so, what effective steps Government propose to take to end this malice?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) : (a) and (b). DTC operations, including proper stoppage of buses, are managed by its own traffic staff and generally no police help is sought for this purpose. However, police help is taken by DTC for ensuring that auto-rickshaws and other vehicles do not cause obstruction around DTC bus stops. DTC has taken the following steps recently to ensure that buses stop at proper stands :

1. Checking staff has been deployed at heavy loading points.
2. Special mobile squads have been formed to check non-stoppage of buses at the stands and to ensure proper parking of buses at the bus-stops.
3. Special Checking Squads under the direct supervision of Dy. General Manager (Traffic) have been formed who conduct surprise checks over the performance of the staff posted at heavy loading points.
4. The checking staff have been instructed to ensure Q-formation at the stoppages.
5. Disciplinary action against drivers of DTC buses is initiated on receipt of reports from the Traffic Supervisory Staff or complaints from commuters. In cases involving drivers of privately operated buses, further operation is suspended and fines are imposed for the offences, as per terms of agreement entered into with the owner of private buses.
6. Instructions have also been issued to carry out 'L' marking on the roads in front of bus stops for

proper parking of buses. This work is in progress.

Underground Railway in Calcutta

204. SHRI R. P. DAS : Will the Minister of RAILWAYS be pleased to state :

(a) whether the State Government have to bear 50 per cent of the cost of policing of the underground railway of Calcutta; and

(b) the reasons for not bearing the entire cost of the policing of the underground railway of Calcutta by the Metro Rail itself?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). Metro Railway, to Calcutta has agreed to bear 50% of the cost of policing of the underground railway on the basis of similar arrangements on Zonal Railways systems all over India, for the present.

Bus Fleet of D.T.C.

205. SHRI G. V. RAMA RAO : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Delhi Transport Corporation's large bus fleet is being re-inforced with new buses;

(b) if so, number of buses already available, number actually functioning as on 1-1-1985 and number to be added;

(c) the loss incurred on DTCs own fleet during the last 3 years;

(d) what is the profit made on private buses on contract to DTC; and

(e) whether Government propose not to purchase any more buses from public funds and go in for private buses and also progressively eliminate all DTC owned buses?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT

PORT (SHRI Z. R. ANSARI): (a) and (b). The fleet strength of the DTC as on 1st April, 1984 was 4135. During the period 1st April to 31 December, 1984, 706 new vehicles were added and 837 old vehicles deleted from the fleet, bringing the net fleet at the end of December, 1984 i.e. on 1. 1. 1985 to 4004. Fifty one new buses are proposed to be purchased on "replacement account" during the quarter ending March, 1985, out of which 29 have already been received.

(c) and (d). DTC has a fleet of Privately operated buses under its control for which payment is made by DTC to the private bus operators on a fixed per kilometre basis. Due mainly to the low fares, Delhi Transport Corporation incurs losses on both types of operations. The total working losses (and of both separately) during the last 3 years are as under :

Year	Working Losses of DTC (Rs. in lakhs)		
	On DTC Fleet	On Private Operators	Buses Total
1981-82	1771.59	197.31	1968.90
1982-83	2689.95	492.50	3182.45
1983-84	3850.70	739.01	4589.71

(e) There is no such proposal.

Finance and Audit of Kendriya Vidyalaya Sangathan

206. SHRIMATI BIBHA GHOSH GOSWAMI: Will the Minister of EDUCATION be pleased to state : (a) whether Kendriya Vidyalaya Sangathan is fully financed by the Government of India ; and

(b) if so, what is its Annual Budget and what arrangements have been made for the audit of accounts of the Sangathan ?

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

(b) The annual budget of the Kendriya Vidyalaya Sangathan for 1984-85 is

Rs. 44.67 crores. The annual accounts of the Sangathan are audited by the Comptroller & Auditor General of India.

Road Accidents in Delhi During the Last Two Years

207. SHRI AJOY BISWAS :
SHRI PURNA MALIK :

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

(a) number of road accidents in Delhi during the last two years ;

(b) number of persons killed and injured in such accidents during the period ; and

(c) what steps Government are taking to minimise road accidents in Delhi ?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) : (a) and (b). The details of accidents occurred during 1983 and 1984, as intimated by Delhi Administration, are as under :—

Year	No. of accidents	No. of persons killed	No. of persons injured
1983	5477	1156	5463
1984	5809	1239	5766

(c) The measure taken by Delhi Administration to minimise road accidents in Delhi are :—

(i) Maximum speed limits for various types of vehicles have been specified for different roads. Speed is checked at regular intervals and offenders are challaned.

(ii) In order to have an immediate impact on the violators, spot prosecutions are being made and compounding fees are recovered.

(iii) Pedestrians movement is being controlled with the help of Home

Guards at certain points. Pedestrians are advised to make use of over-bridge/sub-ways and zebra crossing.

- (iv) Road Safety Education is imparted to school children and road users by Audio Visual and exhibitions methods.
- (v) Highway Patrolling has been introduced to ensure better enforcement.
- (vi) A model Driving Training School has been set up to impart training in proper driving skills.

Fatal Accidents Involving DTC Buses

208. SHRI ANAND SINGH : Will the Minister of SHIPPING AND TRANSPORT be pleased to state : (a) whether Government's attention has been drawn to the news items "Single Biggest Killer on Wheels" appearing in Patriot dated February 8, 1985 revealing that as much as 22 per cent fatal accidents in Delhi are attributable to DTC and this share has been increasing year after year ;

(b) if so, Government's reaction thereto ; and

(c) what steps are contemplated to improve the situation to minimise fatal accidents involving Delhi Transport Corporation buses ?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) : (a) to (c) . Government's attention has been drawn to the news item. According to DTC records a total number of 257 persons died in 1983 while in the year 1984, 242 persons died in accidents involving DTC buses. This reduction in the rate of accidents has come at a time when the DTC fleet has risen from 4048 at the end of December, 1983, to 4794 at the end of November, 1984. It may also be mentioned that there are other contributory factors such as increase in traffic congestion and growth in Delhi's population. Accident rate per lakh km in respect of

DTC buses for the period 1981 to 1983 is given below :

Year	Rate of Accident per lakh kilometre
1981-82	1.96
1982-83	2.09
1983-84	1.61

It will be seen that the accident rate has fallen in 1983-84. DTC is making further efforts to reduce the rate of accidents. Some of the steps taken in this direction are as under :—

1. To ensure deployment of properly trained drivers, only persons with a minimum of three years experience of driving of heavy vehicles are recruited.
2. Before the drivers are given line duty they are imparted special training in the DTC Training School in relation to safe driving and route acquaintance.
3. Special squads have been deputed to check both the driving habits of drivers on line and control over-speeding. Drivers with faulty driving habits are withdrawn or sent to the Training Schools for refresher courses.
4. Every effort is made to improve the maintenance of vehicles.
5. The drivers are regularly acquainted with the traffic rules and other road safety measures through films, slides and other audio-visual methods with the help of Traffic Police authorities.
6. An incentive scheme has been introduced whereby the drivers with accident free records during the quarter are given a cash reward which progressively increases with every quarter.

[*Trans.ation*]

Alleged Bungling in Delhi Transport Corporation

209. SHRI PIYUS TIRAKY : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether his attention has been drawn to the news item "Dhandhaliyon Ka basera-Delhi Parivahan Nigam" (Bungling in DTC) appearing in the daily Hindi Jansatta dated February 28, 1985 ;

(b) if so, details of the report of the study conducted by the study team from United Kingdom ;

(c) the measures suggested for the removal of the shortcomings in the working of DTC ; and

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

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI): (a) Yes, Sir. The subject matter of the study referred to in the news item is a report on aspect of road safety performance of the Delhi Transport Corporation (DTC).

(b) The study was conducted by the Transport and Road Research Laboratory (Berkshire, UK, which presented its report in 1982. The study analysed the comparatively higher accident record of accidents in the DTC and the factors contributing to its high level.

(c) and (d). The study was basically of a fact finding nature did not make any specific recommendations, but only appraised and generally endorsed the various short and long term measures taken by the DTC to combat the situation and improve the standard of safety.

[*English*]

Loss Incurred By DTC During the Last Financial Year

210. SHRI MOOL CHAND DAGA: SHRI VILAS MUTTEMWAR : SHRI PIYUS TIRAKY : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether the Delhi Transport Corporation has been incurring losses and the amount of loss was Rs. 381 crores in the last financial year ;

(b) if so has any study into the causes of loss been made, and if so, with what results ; and

(c) what were the findings of the Magisterial enquiry which was appointed to enquire into the DTC staff strike in March, 1983 ?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI): (a) Yes, Sir. However, the actual working loss excluding depreciation and interest charges) and Net loss (including depreciation and interest charges) for the last year i.e. 1983-84 was Rs. 4589.71 lakhs and Rs. 10111.00 lakhs respectively.

(b) The losses of DTC are mainly due to the low fare structure.

(c) Delhi Administration had ordered a Magisterial enquiry on 24th March, 1983 with the following terms :

(1) to inquire into the circumstances and causes leading to the tragedy, resulting in the death of a worker of the DTC on 23-3-83 in the area of Police Station Vasant Vihar ; and

(2) to fix responsibility, if any.

The enquiry held that the DTC Management had taken adequate action regarding the developing strike situation. The enquiry also concluded that the force used by the Police was in no way excessive.

12.01 hrs.

Re: Recent Espionage Activities

[*English*]

PROF. MADHU DANDAVATE (Rajapur): You were kind enough to put the espionage item as a Call Attention Motion. We wish to point out to you that the espionage activities that have taken place in the Prime Minister's Secretariat threaten the security of the country and are of such a serious nature that call attention is too inadequate a *modus operandi* by which we can discuss it. Sir, in ballot only five members can come and they may belong to the same party also; we would like to have a wider discussion. Please allow adjournment motion or discussion under Rule 193.

MR. SPEAKER: Let me tackle one thing. This can be done only if you agree and also if the Home Minister agrees. I have no objection to convert it into 193 discussion and take it up later on.

PROF. MADHU DANDAVATE: There is no question of all agreeing. We have given an adjournment motion as also notice for 193 discussion.

MR. SPEAKER: I have got a calling attention also. That is why I allowed it.

(*Interruptions*)

[*Translation*]

MR. SPEAKER: Mr. Chavan, should we convert it into discussion under Rule 193?

[*English*]

PROF. MADHU DANDAVATE: Minister-Saheb, he is seeking your guidance. Why don't you give him?....

(*Interruptions*)

PROF. MADHU DANDAVATE: It would be the most casual way to deal with such an important matter. Will you

agree that it can be discussed adequately in a call attention motion?

MR. SPEAKER: I think here it will be easier. He will be replying here five times whereas under 193 he will be replying only once.

PROF. MADHU DANDAVATE: In a Call Attention motion all parties cannot get opportunity to express their viewpoints. Most of them may be Congress (I) Members.

MR. SPEAKER: You can consider it. You can take it up, later on.

PROF. MADHU DANDAVATE: Why do you rely on the Minister to give a direction?

THE MINISTER OF HOME AFFAIRS (SHRI S. B. CHAVAN): If it is necessary, it can come under 193 later on.

[*Translation*]

MR. SPEAKER: It is just the same thing.

[*English*]

PROF. MADHU DANDAVATE: I will show the precedent, Sir. In the past you have converted them into regular discussions.

MR. SPEAKER: I know I have converted. That is why I am asking.

PROF. MADHU DANDAVATE: I was telling you. As far as Swaraj Paul affair was concerned, there was a call attention motion allowed by you, but it was converted into 193 discussion. Similarly, this can be converted.

MR. SPEAKER: I did it with the consent of the House. That is what I always do. I have no hesitation, but he does not agree.

PROF. MADHU DANDAVATE: Why do you rely fully on the Minister?

MR. SPEAKER : I have to give him time to get the answer. Let us see. If anything is left, then we can see. We shall see. If you are not satisfied, we can see.

SHRI INDRAJIT GUPTA (Basirhat): Once a call attention motion is taken up, that will preclude any further discussion.

MR. SPEAKER : Not necessarily. There is no bar. We have discussed Sri Lankan refugees question so many times. We can again do that.

(*Interruption*)

[*Translation*]

MR. SPEAKER : You can consider it.

SHRI S.B. CHAVAN : If it is necessary, it can come under 193 later on.

SHRI K.P. UNNIKRISHNAN (Badagara) : It is, of course, necessary.

[*English*]

SHRI INDRAJIT GUPTA : I am talking about the espionage matter. If the Prime Minister has no objection, it can be converted into a discussion.

MR. SPEAKER : We have a call attention on espionage matter to-day. They want 193 discussion on it.

(*Interruption*)

PROF. MADHU DANDAVATE : Through you I would like to draw the attention of the Leader of the House that on three occasions call attention motions were converted into 193 discussions.

MR. SPEAKER : That can be done. I agree with you that can be done. But that can only be done with the consensus of the House.

(*Interruption*)

SHRI K.P. UNNIKRISHNAN : This is your responsibility. Please be fair to them and be fair to us also.

MR. SPEAKER : My intention was to get this subject discussed and I put it.

SHRI INDRAJIT GUPTA : All parties should get a chance to speak.

THE PRIME MINISTER (SHRI RAJIV GANDHI) : There may be precedents for the case but what has to be kept in mind is whether discussion on this particular issue at this particular time will be damaging to the country or will be advantageous to the country. (*Interruptions*) Let me finish.

MR. SPEAKER : Let us finish.

SHRI RAJIV GANDHI : The Calling Attention may be admitted and discussed as such. On changing it into a discussion under Rule 193, I think, the Home Minister should evaluate the pluses and minuses and give his opinion.

SHRI SUDINI JAIPAL REDDY (Mahbubnagar) : Last time we were told that it was premature to have a full fledged discussion.

MR. SPEAKER : That is all

SHRI BASUDEB ACHARIA (Bankura) : Sir, when this Calling Attention on this particular subject was admitted then why not have 193 discussion so that all of us can express our viewpoint ?

(*Interruptions*)

PROF. MADHU DANDAVATE : Sir, is it the contention of the leader of the House that if five persons participate in the discussion the issue does not become delicate but if ten persons participate.....

SHRI RAJIV GANDHI : Do you really want me to comment on the 'five' ? It is not a question of five or ten. It is a question of increasing the scope of a particular discussion or keeping it limited to a particular subject. I am not objecting to it. I am just saying the Home Minister should evaluate the pluses and minuses and see whether it is the appropriate time to enlarge the discussion,

SHRI K. RAMAMURTHY (Krishnagiri): Sir, I have given a Calling Attention notice over the matter of Sri Lanka issue.

MR. SPEAKER: We have already decided. We are going to have a discussion.

PROF. MADHU DANDAVATE: Sir, I want a clarification. The Leader of the House said that "I am leaving it to evaluation by the Home Minister." If he himself evaluates the evaluation by the Home Minister will it not be more helpful?

SHRI RAJIV GANDHI: Sir, I would like to let my Ministers do their own work.

(Interruption)

MR. SPEAKER: It is all done with consensus and I will again do it with consensus. I have admitted Calling Attention motion and I stick to it.

PROF. MADHU DANDAVATE: Kindly don't surrender your authority:

MR. SPEAKER: No. I have not. I used it. I have already allowed call Attention. Please don't disturb.

(Interruptions)

{English}

12.05 hrs.

PAPERS LAID ON THE TABLE

Proclamation Revoking the Proclamation Issued on 25.5.84 Re-state of Sikkim

THE MINISTER OF HOME AFFAIRS (SHRI S.B. CHAVAN): I beg to lay on the Table a copy of Proclamation (Hindi and English versions) dated the 8th March, 1985, issued by the President under clause (2) of article 356 of the Constitution revoking the Proclamation issued by him on the 25th May, 1984 in relation to the State of Sikkim, published in Notification No. G. S. R. 143 (E) in Gazette of India dated

the 8th March, 1985, under article 356 (3) of the Constitution.

[Placed in Library See No. LT—430/85].

Bhopal Gas Leak Disaster (Processing of claims) Ordinance and Requisition and Acquisition of Immovable Property (Amendment) Ordinance.

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI H. K. L. BHAGAT): I beg to lay on the Table a copy each of the following Ordinances (Hindi and English versions) under article 123 (2) (a) of the Constitution:

(1) The Bhopal Gas Leak Disaster (Processing of Claims) Ordinance, 1985 (No. 1 of 1985) promulgated by the President on the 20th February, 1985. [Placed in Library. See No. LT—431/85].

(2) The Requisitioning and Acquisition of Immovable Property (Amendment) Ordinance, 1985 (No. of 1985) promulgated by the President on the 8th March, 1985. [Placed in Library. See No. LT—432/85].

Notification Under University Grants Commission Act

THE MINISTER OF EDUCATION (SHRI K. C. PANT): I beg to lay on the Table a copy of the University Grants Commission (Recruitment) (Amendment) Rules 1984 (Hindi and English versions) published in Notification No. G. S. R. 1201 in Gazette of India dated the 1st December, 1984 under sub-section (3) of section 25 of the University Grants Commission Act, 1956. [Placed in Library. See No. LT—433/85].

Annual Report of and Annual Accounts of and Review on Chittaranjan National Cancer Research Centre, Calcutta and Annual Accounts and Audit Report of Indian Council of Medical Research. New Delhi for 1983-84

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI

YOGENDRA MAKWANA) : Sir, on behalf of Shrimati Mohsina Kidwai I beg to lay on the Table

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Chittaranjan National Cancer Research Centre, Calcutta, for the year 1983-84 .
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Chittaranjan National Cancer Research Centre, Calcutta, for the year 1983-84 together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the Government on the working of the Chittaranjan National Cancer Research Centre, Calcutta, for the year 1983-84 [Placed in Library. see No. L T—434/85]
- (2) A copy of the Annual Accounts (Hindi and English versions) of the Indian Council of Medical Research, New Delhi, for the year 1983-84 together with Audit Report thereon. [Placed in Library. see No. LT—435/85]

Notifications under Major Port Trusts Act.

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) : I beg to lay on the Table a copy each of the fol-

lowing Notifications (Hindi and English versions) under sub-section (4) of section 124 of the Major Port Trusts Act, 1963:-

- (1) Notification No. G. S. R. 830 (E) published in Gazette of India dated the 29th December, 1984, approving the Kandla Port Employees (Recruitment, seniority and Promotion) Amendment Regulations, 1984 appended in the schedule to the Notification. [Placed in Library. See No. LT—439/85].
- (2) Notification No. G. S. R. 831 (E) published in Gazette of India dated the 29th December, 1984, approving the Kandla Port Employees (Classification, Control and Appeal) Amendment Regulations, 1984 appended in the schedule to the Notification. [Placed in Library. See No. LT—437/85].

Statement re action taken by Government on various assurances, Promises etc. given by Ministers during various Sessions of Lok Sabha.

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI GHULAM NABI AZAD) : I beg to lay on the Table the following statements (Hindi and English versions) showing the action taken by the Government on various assurances, promises and undertakings given by the Ministers during the various sessions of Lok Sabha :

- | | | | |
|--|--|----------------------|---------------------|
| <ol style="list-style-type: none"> (1) Statement No. XXV-Fifth, Session, 1981 [Placed in Library. See No. LT—438/85]. (2) Statement No. XIII-Eleventh Session, 1983 [Placed in Library. See No. LT—439/85]. (3) Statement No. IX-Twelfth Session 1983 [Placed in Library. See No. LT—440/85]. (4) Statement No. VII-Thirteenth Session, 1983 [Placed in Library. See No. LT—441/85]. (5) Statement No. VI-Fourteenth Session, 1983 [Placed in Library. See No. LT—442/85]. (6) Statement No. II-Fifteenth Session, 1984 [Placed in Library. See No. LT—443/85]. (7) Statement No. I First Session, 1985 [Placed in Library. See No. LT—444/85]. | <table border="0"> <tr> <td style="border-left: 1px solid black; border-right: 1px solid black; padding: 0 5px;">Seventh
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Notifications Under Drugs and Cosmetics Act

SHRI YOGENDRA MAKWANA : I beg to lay on the Table a copy of Notification No. G.S.R. 322 (E) (Hindi and English versions) published in Gazette of India dated the 3rd May, 1984 banning the import, sale and manufacture of certain drugs mentioned in the notification, issued under section 26A of the Drugs and Cosmetics Act, 1940. [Placed in Library. See No. LT-445/85].

12.08 Hrs.

ASSENT TO BILLS

[English]

SECRETARY-GENERAL : Sir, I lay on the Table following seven Bills passed by the Houses of Parliament during the last session and assented to since a report was last made to the House on the 18th January, 1985 :-

- (1) The National Capital Region Planning Board Bill, 1985.
- (2) The General Insurance Business (Nationalisation) Amendment Bill 1985.
- (3) The Appropriation Bill, 1985.
- (4) The Appropriation (No. 2) Bill, 1985.
- (5) The Appropriation (Railways) Bill, 1985.
- (6) The Appropriation (Railways) No. Bill, 1985.
- (7) The Punjab Appropriation Bill, 1985.

2. Sir, I also lay on the Table copies, duly authenticated by the Secretary-General of Rajya Sabha, of the following seven Bills, passed by the Houses of Parliament during the last session and assented to since a report was last made to the House on the 18th January, 1985 :-

- (1) The Foreign Contribution (Regulation) Amendment Bill, 1985.
- (2) The Constitution (Fifty-Second Amendment) Bill, 1985.
- (3) The Representation of the People (Amendment) Bill, 1985.
- (4) The Calcutta Metro Railways (Operation and Maintenance) Temporary Provisions Bill, 1985.
- (5) The Sugar Undertakings (Taking Over of Management) Amendment Bill 1985.
- (6) The Gangtok Municipal Corporation (Amendment) Bill, 1985.
- (7) The Administrative Tribunals Bill, 1985.

[English]

12.10 Hrs.

RAILWAY BUDGET, 1985-86

MR. SPEAKER : Now the Railway Minister may present the Budget to the House.

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) :

MR. SPEAKER : Sir, I rise to present the Revised Estimates for 1984-85 and the Budget Estimates for 1985-86 of the Indian Railways.

Results for 1983-84

2. I shall begin with the financial results for the year 1983-84. At the time of the presentation of the Railway Budget last year, it was mentioned in spite of a decline in the earnings and an increase in the working expenses, there would be a net revenue of Rs. 338.50 crores. When the year ended, a marginal reduction of the order of Rs. 12 crores in Gross Traffic Receipts as compared to the Revised Estimates for 1983-84, was more than offset by a reduction in Working Expenses to the extent of about Rs. 47 crores. Taking into account certain other adjustments, I am happy to report that against

[Shri. Bansi Lal]

the anticipated net revenue of Rs. 338.50 crores, the year ended with a higher net revenue of Rs. 378.95 crores. Accordingly, the Railways were able to discharge the dividend liability for the year to a much greater extent than anticipated. As a result of this and a lower figure of dividend payable, the carry forward to the Deferred Dividend Liability account was only Rs. 44.75 crores, against Rs. 111.50 crores, anticipated at the Revised Estimate stage.

Revised Estimates for 1984-85

3. The Railways had adopted a target of 245 million tonnes of revenue earning traffic in 1984-85. As the House is aware, several factors beyond our control have continued to affect the Railways' performance in the current year also. There were short-falls in traffic offering from the core sector, frequent strikes in some of the collieries more than normal breaches and interruption in communications, particularly in the north-eastern and southern parts of the country and disturbed civil conditions in some areas. In spite of all these handicaps, movement of coal and general goods stepped up to a level not achieved hitherto. I am very happy to inform the House that in the month of January this year, the Railways have loaded 22.26 million tonnes, which is a record loading figure. To make up the loss of earnings arising from short-fall in offer of traffic from the core sector, efforts were made to capture traffic in other commodities, notably, cement and fertilisers. As a result of this, the shortfall in loading for the period April 1984 to January 1985 has been restricted to 8.37 million tonnes. The revised target for the current year has been fixed at 237 million tonnes.

3.1 The reduction in earnings as compared to the budgeted figure was, however, averted to some extent, by certain compensating factors, such as, an increased load. The net reduction in Goods earnings for the current year is now estimated at Rs. 32 crores; which is less 1% and the Revised Estimate, accordingly is proposed to be placed at Rs. 3657 crores, as against the Budget Estimate of Rs. 3689 crores.

3.2 The Budgeted Estimate of earnings from passenger traffic for the year was Rs. 1508 crores. Mainly as a result of disturbed law and order conditions in certain parts of the country, passenger traffic has been adversely affected. The Revised Estimate of passenger earnings is proposed to be placed at Rs. 1460 crores, which is about 3% below the Budget Estimates.

3.3 Including other receipts, Railways' Gross Traffic Receipts are now estimated to be Rs. 5390 crores.

3.4 On the other hand, due to additional Dearness Allowance instalments to be paid to the employees, increases in prices of fuel, more than normal breaches due to floods, etc., working expenses are expected to increase to Rs. 4155 crores, as compared to the budget figure of Rs. 4011 crores.

3.5 The dividend liability for the year is re-assessed at Rs. 475 crores. After providing for Depreciation and contribution to the Pension Fund at budgeted levels, the current year would show a net deficit of Rs. 266 crores, which, in other words, would mean that we have to defer payment of dividend to the General Revenues to that extent after paying Rs. 209 crores towards Dividend liability.

Passenger Services

4. Despite scarcity of coaching stock, the Railways, by effective control over turn-round of existing stock and with marginal inputs, were able to introduce a record number of passenger-carrying trains in 1983-84. I am glad to inform the House that this tempo has been kept up in 1984-85. So far, the Railways have introduced 121 non-suburban trains in the current year.

4.1 Matters affecting comfort, safety and security of railway passengers have continued to receive close attention during the current year. Passenger-carrying capacity of existing trains has been increased by rationalising usage of coaches and by increasing their number. Measures against malpractices in reservations were continued to be pursued. The projects for computerisation of reservations are mak-

ing steady progress. In order to bring about tangible further improvements in the catering services on the Railways, steps have been taken for revamping existing arrangements. Intensive and surprise inspections are carried out.

4.2 Punctuality of trains continued to receive constant attention at various levels and steps to eliminate factors resulting in late running of trains, such as unauthorised stoppage by alarm-chain pulling, disconnection of hoses-pipes, activities of miscreants etc., have been intensified.

4.3 To place great emphasis on cleanliness, not only at station premises but also in the trains. With this end in view, measures already initiated to maintain higher standards of cleanliness will be further intensified. I would also appeal earnestly to the public for co-operation in this regard.

Safety

5. It is most unfortunate that there have been some railway accidents involving loss of human life, recently. While I convey my heart-felt sympathies to the victims of these accidents, I would like to assure the Honourable Members that with a view to minimising train accidents, safety is being accorded a very high priority. To further strengthen the safety aspect, I have launched a 10-point Action Plan on safety and the results are being obtained and reviewed regularly. The cause of train accidents are being analysed in great detail with a view to identifying the factors which lead to accidents and taking appropriate and remedial action. Ensuring safe working of trains is a continuous process and various measures are being taken to minimise accidents. For instance, technological improvements are being made gradually in the form of track-circuiting, route relay interlocking, manning of level crossing gates and provision of telephonic communication at level crossings. These works are being financed largely from the Accident Compensation, Safety and passenger Amenities Fund. Due to heavy withdrawals from this Fund in the last three

years, the balance in the Fund has come down to a very low level. I have decided to augment the contributions to this Fund, the details of which I shall come to later, so as to provide more resources for undertaking safety works.

5.1 I have also addressed the State Governments to extend their helping hand in inculcating safety consciousness among road users.

5.2 For providing foot overbridges for the public, across railway lines in important towns and cities, under the rules, the local authorities have to bear the initial cost and the recurring maintenance charges. But due to their financial constraints, they find it difficult to fund such programmes. Therefore, to provide some relief to them and having regard to the safety aspect, I have decided that the Railways will waive the 12-½% departmental charges, which are at present leviable. Recurring maintenance charges will also not be levied on the local bodies.

Results of the Sixth Plan

6. The House is aware that during the Sixth Five-Year Plan, which is coming to a close, the railways had to face severe constraints in resources. The outlay during Plan period is expected to be of the order of Rs. 6572 crores. With this investment in the Railways during the Sixth Plan, apart from replacement and rehabilitation of over-aged assets, about 1600 route kms. of track is expected to be energised, over 700 kms. of new line, 1500 kms. of gauge conversion and 600 kms. of doubling are expected to be completed. Besides, 9200 kms. of track renewal is expected to be carried out. The Wheel & Axle Plant at Yelahanka was also commissioned this year. There would be an expected increase of about 11% and 17% respectively in the passengers and freight carried in 1984-85, as compared to 1970-80.

Seventh Plan

7. In view of the fact that the development of rail transport capacity is ess-

[Shri Bansi Lal]

ential for all round industrial growth and for improving the economic standards of the nation, and keeping in mind the heavy arrears in renewals and replacement of Railways' overaged assets like track, rolling stock, etc., I am seeking adequate outlay in the Seventh Five Year Plan on essential schemes that cannot be postponed. This outlay is larger than ever before but is necessary for meeting the growth in passenger and freight traffic and the replacement needs of the Railways.

Annual Plan 1985-86

8. Since resources are scarce, the allotment of Plan funds for the Railways has been limited to Rs. 1,650 crores for 1985-86, that is at the same level as in the current year. It is necessary therefore, to be highly selective so that the scarce resources are utilized judiciously, resulting in early completion of a few important projects rather than spread the funds thinly over all the projects. Greater stress would be laid on the more pressing task of replacement and rehabilitation of assets within the limited resources.

8.1 Acquisition of new assets like wagons, is being kept at a low level during 1985-86 placing greater emphasis on improved wagon turn-round so that the carrying capacity of the Railways is not adversely affected. For this purpose while necessary traffic facility works are being planned, I would also like to appeal to the core sector to spread uniformly throughout the year their offer of traffic to the Railways.

8.2 As the House is aware, owing to continued constraint of resources, we have not been able to progress several projects which are appearing in the Works Programmes of the Railways. Indeed on some of the projects, there has been hardly any progress. Recently, we reviewed a list of such works and it has been decided to drop some of the less important ones from our Works Programme as a part of our strategy to concentrate on projects which can be productive soon.

8.3 The Annual Plan outlay of Rs. 1,650 crores will be financed upto Rs. 950 crores by internal resources and the balance of Rs. 700 crores will be through budgetary support from General Revenues. Even though the Plan allocation is at the same level as last year the component to be financed by internal resources will rise from 51.7% to 57.6%.

New lines and Gauge Conversions

9. During the current year, the following new lines were completed :

Wani- Pimpalkutti
Nalgonda-Miryalguda
Santragachi-Bargachia and
New Bongaigaon-Gauhati (Parallel BG line)

The following new lines expected to be completed shortly —

Pen to Nagothane
Manikgarh to Chandur
Nangal Dam to Mehatpur and
Milavittan to Trunelveli.

9.1 In addition, 201 kms. of new lines are planned to be completed and opened for traffic during 1985-86 including the lines from Koraput to Machilguda, Dharmnagar to Pechartal, Karur to Palayam and Miryalguda to Vishnupur.

9.2 During the current year, the gauge conversions from Barauni to Katihar and Hapa to Okha/Porbander were completed. We expect the conversion between Suratgarh and Anupgarh to be completed shortly.

9.3 In order to meet the pressing industrial and socio-economic requirements of some regions, I have included the following new lines in the Budget :

(i) A BG rail line from Rewa to Satna

(ii) A B G rail line between Gura and Etawah

9.4 The new BG line between Rewa and Satna, covering a distance of 50 kms. will cater to the industrial needs of some cement plants coming up in the region.

9.5 The line from Guna to Etawah has been proposed as a part of the long-term strategy announced by the late Prime Minister, for accelerated development of dacoity-prone areas. This line will also serve as a developmental line to establish new growth centres and give access to remote areas as it passes through dacoit-infested districts in its entirety.

Electrification

10. During 1984-85, an amount of Rs. 150 crores is expected to be spent on Railway Electrification. With this expenditure, electrification would have been extended to an additional 384 route kms. taking the total electrified routes on the Indian Railways to about 6500 kms. During 1985-86, due to constraint of resources we will be concentrating on the high-density routes between Delhi-Bombay and Delhi-Madras, apart from certain coalcarrying routes. The emphasis will be to complete the on-going projects as quickly as possible to open up complete routes for electric traction.

10.1 Since we have a number of electrification works in progress, I am not adding any major new projects but confining myself only to two minor proposals. One of these, i.e. Tundla to Bayana (106 kms.) will provide a link between three electrified routes, namely Northern, Central and Western Railway routes. The second one, for operational considerations, is between Champa and Gevra Road (45 kms.), which is a branch line, taking off from an electrified route.

Surveys

11. I have been receiving a large number of requests for taking up surveys for new lines. We have already completed a number of surveys for new lines, and have not been able to take up these new lines for construction in view of constraint of resources and heavy commitments on

hand. Here, I must point out that we have at present on going new line project for completing which we will require Rs. 1100 crores, whereas our annual allotment of funds falls far short of the requirements for speedily progressing them.

11.1 As many as 25 surveys approved prior to 1984-85 for 4467 kms. of new lines are yet to be completed. In 1984-85, we have approved of 16 surveys for about 1750 kms. of new lines. Therefore any more surveys can be considered only on a highly selective basis.

11.2 I attach great importance to the West Coast line linking Bombay with Mangalore as this will shorten the distance between the north and the south and will also serve as an important alternate route. Work is in progress on this line between Apta and Roha. Since it is important to commence the work from Mangalore end also, I have decided to get a re-evaluation done of the project in its totality for necessary approvals.

Production Units

12. The Railway Production Units continue to maintain good progress. The Integral Coach Factory by producing 817 coaches in 1983-84, created a record. It is expected to produce 825 coaches including Electrical Multiple Units with a higher work content, during the current year.

12.1 The Chittaranjan Locomotive Works is expected to produce 81 locos during the current year of which 8 locos will be for the Public Sector Undertakings.

12.2 The Diesel Locomotive Works is expected to turn out 114 locomotives in the current year, including 29 locomotives for the Public Sector Undertakings.

Metropolitan Projects

13. During the year, a part of the section of the Metro Railway at Calcutta from Esplanade to Bhowanipur (3.5 kms.) and the section between Dum Dum and Belgachia (2.2 kms.) were opened for

[Shri Bansi Lal]

traffic. It is proposed to extend the service towards the south upto Tollygunj during 1985-86.

13.1 To give substantial relief to the commuters of Calcutta, the construction of a Circular Railway was taken up in April 1984, and the section, Princepghat to Baghbazar was opened for traffic on 15th August, 1984. The services were subsequently extended upto Tala towards the North. The project which envisages extension of the line upto Dum Dum in the north and Majherhat in the south and merger with the existing suburban system of Eastern Railway, will provide a complete ring traversing through the central business district of Calcutta.

13.2 I am fully alive to the difficulties experienced by suburban passengers in Bombay and Madras also. In Bombay, during the year about 80 EMUs are expected to be replaced by new ones resulting in a number of additional trains on the Central and Western Railways. For both Madras and Bombay metro projects, increased allocation of Rs. 2.5 crores and Rs. 2 crores respectively, was made available through re-appropriations during the current year.

Technological Improvements through World Bank Assistance

14. Forecasts made by various Committees indicate that, by the turn of the century, Railways will be required to carry more than twice the present level of traffic. Improved throughout by haulage of heavier trains at higher speeds would be one of the measures necessary to meet the operational requirements for that level of traffic.

14.1 To meet this challenge, the Railways plan to adopt advanced transport technology with the assistance of the World Bank. My predecessor, in his speech presenting the Budget for the year 1983-84 had indicated that the Railways propose to acquire a few high horse-power prototype locomotives incorporating the latest technology available in the world. I am glad to inform the Hon'ble Members that the orders for the locomotives

are likely to be placed shortly. After intensive trials, the Railways will select the one most suited to their requirement and obtain technology for its manufacture at Chittaranjan Locomotive Works.

14.2 Similarly, for the improvement of wagons, it is proposed to acquire adequate number of a few suitable types of bogies for extensive laboratory and field trials. Based on the results of these trials, the Railways will select the one considered most suitable and obtain technology for its manufacture indigenously.

14.3 Together with improvements of the assets, it is proposed to set up a computer-based freight operation information and control system to assist the management in effective and economical utilisation of their rolling stock and other assets. This will help in planning, monitoring and reviewing the day operations and will speed up the decision-making process, leading to a qualitative change in the overall performance of the Railway system.

Public Sector Undertakings

15. The two Public Sector Undertakings under the administrative control of the Ministry of Railways, viz., Rail India Technical and Economic Services Limited (RITES) and the Indian Railway Construction Company Limited (IRCON) continue to maintain a good record of growth in business and profitability. RITES which is well set on the international scene has a number of assignments in Iraq, Jordan, Zambia, Zimbabwe, Ghana, Mozambique Sri Lanka and Algeria. During the year 1983-84, IRCON achieved a turn-over of Rs. 193 crores against a target of Rs. 163 crores and a turn-over of Rs. 112.50 crores in 1982-83. The Company earned a pre-tax profit of Rs. 15.45 crores in 1983-84. It has been able to secure another contract in Iraq valued at Rs. 133 crores for construction of a new high-speed railway line.

Staff Matters

16. With a view to improving promotional avenues of the employees, various cadre reviews were continued during the

current year. About sixty thousand employees of various categories benefited through such reviews.

16.1 Productivity-linked bonus equal to 32 days' wages was paid to Railway employees during 1983-84 and the same has been maintained in 1984-85, as well.

16.2 In pursuance of the policy of improving the status of casual labour, granting of temporary status to project casual labour who have completed 360 days of continuous employment, has been taken up in a phased manner. The process of de-casualisation has been continued. Special cells have been set up on Zonal Railways to monitor the progress in the implementation of instructions relating to casual labour including their absorption in regular establishments.

16.3 I am happy to inform the House that the machinery for collective bargaining on the Railways through the Permanent Negotiating Machinery and the Joint Consultative Machinery has continued to function effectively with regular meetings being held with the recognised labour federations. Industrial relations in the Railways remained cordial throughout the year.

Sports

17. Railways continued to remain in the forefront and dominate the national sports scene in a big way. Out of the 24 national championships they participated in, during 1984-85, they won national titles in nine and finished runners-up in six. It is a matter of great pride for the Railways that seven of their sportsmen and women were included in the Indian contingent for the Twenty-third Olympic Games and the most outstanding athlete of the Indian contingent belonged to the Indian Railways. We are now embarking on a programme for providing opportunity to the juniors to develop their potential.

Railway Reforms Committee

18. The Railway Reforms Committee have submitted 24 reports covering

various aspects of Railway working. They have made 2137 recommendations and observations. The processing of these reports is being closely monitored. So far, 820 of these recommendations have been accepted and 126 rejected. Other recommendations are in various stages of processing. Out of the accepted recommendations, 341 have so far been implemented.

Formation of new Zones and Divisions

19. The Railway Reforms Committee had recommended formation of certain new Zones and Divisions. These proposals are under examination from the point of view of operational considerations and planned economic development of the areas served by the Railways. Besides, the creation of a new zone involves very heavy capital expenditure. I, therefore, regret that it has not been found possible to include any provision for new Railway Zones in the Budget Estimates for 1985-86. Even in regard to the formation of new Divisions, I fear that the progress will have to be slow.

Policy Thrust

20. In the context of scarcity of resources, it has become all more important to make a very determined effort to bring about a significant improvement in the functioning of all aspects of the Railways. I shall, therefore, be directing the thrust in the Seventh Plan on the following :

- (a) Serious efforts to block leakage of revenue in the form of ticketless travel and malpractices in freight traffic ;
- (b) Enforcement of a series of economy measures ;
- (c) Optimum utilisation of existing assets so as to ensure their higher productivity ;
- (d) Enlarging the areas of modernisation of operation and maintenance of railway assets with the help of the latest technologies ;
- (e) To speed up existing works which are in an advanced stage of con-

[Shri Basi Lal]

struction by allotting more funds to them even with in the limited resources ;

(f) To build up a sound system of Management Information, using the computer also in area relating to freight and passenger traffic operations so that this will lead to an optimum use of existing assets and other facilities ; and

(g) Taking into consideration the modernisation programme and more efficient use of assets to limit, to the utmost extent, increase in staff strength, except in areas where it becomes inescapable, so that man-power productivity registers suitable increase.

Budget Estimates 1985-86

12. I shall now deal with the Budget Estimates for 1985-86. In the Budget year, I expect the Railways to carry 13 million tonnes more of revenue-earning traffic over the level of 237 million tonnes likely to be reached in the current year. This is based on the anticipation that the performance in the other sectors of the economy, especially in the core sector, will improve considerably over the levels attained in the current year. In spite of a limited availability of resources, I expect the Railways to be fully geared to meet the challenge of carrying 250 million tonnes of revenue-earning traffic by suitably using the resources to the maximum extent possible on renewals and rehabilitation of existing assets and for completing traffic facility works.

21.1 As regards passenger traffic, having regard to a slightly declining trend, especially for short distances, growth has been assumed in 1985-86 to the extent of 20% in non-suburban and 4% in suburban passenger kilometres.

21.2 Based on these assumptions, the Gross Traffic Receipts at current fares and freight rates are estimated at Rs. 5674 crores which would be more than this year's Revised Estimate by Rs. 284 crores. After allowing for the impact of economy

measures proposed to be applied firmly, the Working Expenses are expected to be Rs. 4435 crores which would be higher than the Revised Estimate for this year by Rs. 280 crores. Provision for increased repairs and maintenance to rolling stock, increase in cost of coal, diesel and electricity for hauling the anticipated increase in traffic, normal increase in staff costs and a general increase in the cost of other inputs; account for the increase in working expenses.

21.3 Railways will continue the policy of providing adequately for depreciation. Accordingly, in 1985-86, there will be a provision of Rs. 920 crores against Rs. 850 crores from Revenue in the current year. Here I must bring to the notice of the House that in spite of steep increases in provision for depreciation year after year from the level of Rs. 350 crores in 1981-82, we will not be able to provide for overtaking the huge backlog in renewals and replacements which had occurred over a number of years.

21.4 The contribution to the Pension Fund from Revenue is proposed to be stepped from Rs. 225 crores this year to Rs. 265 crores in 1985-86.

21.5 The Railway Convention Committee 1980 which became functus officio with the dissolution of the Lok Sabha in December 1984 made only interim recommendations in regard to the rate of dividend payable to the General Revenues for the years 1980-81 to 1984-85 and other allied matters like provision for Depreciation. The Budget for 1985-86 has been prepared on the basis of the recommendations of the Committee in this regard for the year 1984-1985, which were approved by the Parliament.

21.6 Steps are being taken for re-constitution of the Railway Convention Committee. Such changes as may become necessary in regard to dividend and other matters will be duly made when the recommendations of the newly constituted Committee are approved by Parliament.

Eighth Finance Commission

22. The Eighth Finance Commission have recommended that the amount pay

able to States in lieu of the Passenger Fare Tax should be raised from the present level of Rs. 23.12 crores to Rs. 95 crores. The recommendations of the Finance Commission will be referred to the Railway Convention Committee when reconstituted, along with the views of the Railway and the Finance Ministries. Suitable provision in regard to the additional liability arising from the recommendations of the Railway Convention Committee will be made at the appropriate budgetary stage when the recommendations are approved.

23. With the increases in Ordinary Working Expenses and in the contributions of Depreciation Reserve Fund and Pension Fund, the total Working Expenses add up to Rs. 5615 crores leaving a net revenue of Rs. 109 crores which is insufficient for meeting the dividend liability of Rs. 512 crores.

Need for Additional Resources

24. We have to cover the deficit of Rs. 403 crores and also provide for works chargeable to development Fund and the interest payable on the loans on Development Fund Account. Through this budget, I propose to pay to the General Revenues the full dividend of Rs. 512 crores and provide for the works chargeable to development Fund and interest charges, to the extent of Rs. 63.53 crores. Additionally, I also propose to make an increased contribution of Rs. 18 crores to the Accident Compensation, Safety and Passenger Amenities Fund.

25. I would like to recall that the Railways did not propose any enhancement in the freight rates during the financial year 1984-85. In respect of passenger fares, only a nominal increase was made. Thus, the Railways have shown considerable restraint during the current financial year inspite of steep escalation in the cost of operations. The House will, therefore, appreciate that the Railways have no other alternative now but to offset the increase in the cost of inputs by making suitable increases in freight rates and fares. I am confident that the rail users will not grudge making a suitable contribution in helping the Railways to tide over this situation.

Surcharge on Passenger Fares

26. I propose to levy a surcharge of $12\frac{1}{2}\%$ on all classes of passenger tickets. However, with a view to give relief to the common man, there will be no increase in passenger fares for Second Class Mail/Express and Second Class Ordinary for distances up to and inclusive of 50 Kms.

26.1 There will be a corresponding increase in fares for Rajdhani Expresses for different classes of travel. The rounding off after the increase in these cases will, however, be to the next five rupees stage.

26.2 The proposed fares for representative distances and between certain important pairs of stations for travel in various classes as compared with the existing fares are shown in Annexures I to III of the "Memorandum explaining proposals for adjustments in freight rates and fares" forming part of the Budget documents.

Monthly Season Ticket Fares

27. A number of expert committees like Railways Convention Committee 1973 the High Level Committee on Social Burdens, the National Transport Policy Committee, the Rail Tariff Enquiry Committee and the Railway Reforms Committee have commented on the highly concessional nature of the Monthly Season Ticket fares in the Railways, leading to losses. The concession in fares allowed by the Indian Railways to the monthly season ticket holders is indeed unique. The Rail Tariff Enquiry Committee, the Railway Reforms Committee and the High Level Committee on Social Burdens have urged the Government to adjust the season ticket fares in a phased manner so as to bring them equal to 24 or 25 single journey fares at all distances. If an effort is made to increase the season ticket fares at one stroke, the burden on passengers travelling on monthly season tickets will be very heavy.

27.1 Keeping in view, the recommendations, of these high-powered com-

[Shri Bansi Lal]

mittees, and the need to reduce the losses in respect of passengers travelling on monthly season tickets and also the special problems faced by the commuters, it is proposed to increase suitably the fare by Rs. 3.00 to Rs. 12.00 per second class monthly season ticket, for different distance slabs ranging from 1 to 150 Kms. Fares for the revised first class monthly season ticket fares.

27.2 If the revised monthly season ticket fares are divided by 50 journeys which a commuter normally performs in a month, the fare per journey would range from 34 paise at 5 Kms. to Rs. 1.04 at a distance of 60 Kms. as against the normal fare of Re. 1 and Rs. 4 respectively. It is, therefore, pertinent to point out that even after this increase in fares for monthly season tickets, the season ticket holders will continue to enjoy a concession ranging from 50% to 74% at different distance legs when compared to single journey fares.

27.3 The proposed revised monthly season ticket fares as compared with existing fares for various distance legs are shown in Annexure IV of the Memorandum mentioned by me earlier.

Calcutta Circular Railway

28. The minimum fare for second Class over Calcutta Circular Railway was fixed at fifty paise on *ad hoc* basis as an interim measure. Some more distance has been added to the Calcutta Circular Railway since then. With a view to ensure uniformity of minimum fare for the entire railway system in the country, it is proposed to increase the existing minimum second class fare of fifty paise to Rupee one for Calcutta Circular Railway.

Surcharge on 2-tier Air-conditioned Sleeper

29. It is proposed to re-adjust the levy of surcharge on 2-Tier Air-conditioned sleeper as under :

	Existing per ticket	Proposed per ticket
	Rs. P	Rs. P
Up to 500 Kms.	15.00	20.00
501 to 1000 Kms.	25.00	30.00
1001 to 1500 Kms.	40.00	45.00
1501 Kms. & above	50.00	55.00

Second Class Sleeper Surcharge

30. At present, sleeper surcharge is Rs. 8 for the first night with an additional surcharge for Rs. 5 for the second night and there is no charge for subsequent nights. It is proposed to raise the sleeper surcharge from Rs. 8 to Rs. 10 for the first night. With a view to give relief to the passengers travelling for longer distances who have to spend more than one night in the train I propose not to recover any sleeper surcharge for the second and subsequent nights.

Concession to Youth

31. Since 1985 is the "International Year of the Youth," I propose to allow a concession of 50% in passenger fares in Second Class to youth of the age group of 13 to 33 years, on satisfactory proof of age, while travelling in groups of a minimum of ten, for distances over 1000 Kms. This will enable the youth to visit areas which are situated in the far-flung States of the country.

31.1 The fares of INDRAIL passes will be reduced by 25% for youths in the same age group of 13 to 33 when travelling in groups of not less than ten.

31.2 For all these groups 30% concession for stay in the two hotels at Puri and Ranchi, owned and managed by the Railways, will also be available. These concessions will be available from 15-4-85 to 31-12-1985.

Age limit for Free Travel by Children

32. The age limit for free travel by children was enhanced from 3 to 5 years

during 1979, the "International Year of the Child" and has been continued on an *ad hoc* basis since then. I propose to keep the age limit for free travel by children upto 5 years as a regular measure.

Freight Rates for Goods Traffic

33. It is proposed to levy a supplementary charge of 10% on the total freight in respect of goods traffic, in trainloads, wagonloads and smalls. However, with a view to ensure that inordinate burden is not put on short distance traffic, all goods traffic moving upto and inclusive of a distance of 500 Kms. will be exempted from the levy of the proposed 10% supplementary charge.

Minimum Distance for Charge

34. The minimum distance for charge for goods traffic is 75 Kms. Since haulage of goods traffic for such short distance is uneconomical, on account of detention to rolling stock at the terminals, it is proposed to enhance the minimum distance for charge from 75 Kms. to 100 Kms.

34.1 However, with a view to ensure that unnecessary burden is not placed on agriculturists moving sugarcane by rail, it is proposed to give a concession of 33% in freight rates for sugarcane traffic moving upto a distance of 100 Kms.

Abolition of the lowest classes in goods freight structure (i.e. classes 65, 70 and 75)

35. Based on the recommendations of the Rail Tariff Enquiry Committee, a new goods freight structure was introduced from 1-4-1983 where the classification scales ranged from Class 65 as the lowest to Class 300 as the highest. The existing Classes 65, 70 and 75 of the goods freight structure have become uneconomical. It is, therefore, proposed to abolish the three lowest classes of the goods tariff, i.e. Classes 65, 70 and 75. Thus Class 80 will become the lowest Class in the goods freight structure.

35.1 All commodities having train load classification and classified at Classes 65, 70 & 75 will be classified at Class 80 in trainloads and Class 85 in wagonloads. For the commodities which have no classification for trainloads, Class 80 will become the lowest Class for wagonload traffic.

Foodgrains and Salt

36. The important commodities which are classified under the lowest Classes 65, 70 and 75 are Grains and Pulses and Salt for human consumption. The classifications of these two groups of commodities will be revised as follows :

	Existing Classification		Revised Classification	
	Train Loads	Wagon Loads	Train Loads	Wagon Loads
Grains & Pulses Division A (Paddy, Pulses, etc.)	70	80	80	85
Grains & Pulses Division B (Wheat Rice etc.)	65	75	80	85
Salt for human consumption	75	80	80	85

[Shri Bansi Lal]

36.1 The impact of the increase in freight rates of foodgrains would be about 4.4 paise per Kg. at the average lead of 1232 Kms. Similarly, the impact of the increase in the freight rates of Salt for human consumption would be about 3 paise per Kg. at the average lead of 1520 Kms. Both these increases are considered marginal.

Date of effect

37. The Proposals that I have made will come into effect from 15th April 1985. It is estimated that the additional annual revenue from passenger traffic will be about Rs. 153 crores and from goods traffic about Rs. 342 crores making a total of Rs. 495 crores.

Accident Compensation, Safety and Passenger Amenities Fund

38. In order to meet the growing requirements of expenditure to be met out of the Accident Compensation, safety and Passenger Amenities Fund, referred to by me earlier, I propose to increase the rate of surcharge to be appropriated from the passenger fares to the Fund as follows :

AC Class	Rs. 3.00
2-Tier AC Sleeper	Rs. 2.00
First Class	Rs. 1.50
AC Chair Car	Rs. 0.25
Second Class	Rs. 0.15

Monthly Season Tickets

First Class	Rs. 4.00
Second Class	Rs. 0.75

The rates for the quarterly season tickets will be three times those of the monthly season tickets.

38.1 With the increases as proposed the annual appropriation to the Fund will increase to approximately Rs. 27 crores from the present level of about Rs. 9 crores. I hasten to add here that the

increases in surcharge, as indicated, will not be in addition to the increases in fares proposed earlier but will in fact, be appropriated out of the increased fares already proposed.

39. The progress achieved by the Railways in various directions is, in no small measure, due to the dedicated work put in by thousands of Railwaymen, throughout the country, round the clock, to keep the wheels of this gigantic national undertaking moving. I therefore, consider it a duty and a privilege to place on record my deep appreciation of their performance. Notwithstanding the achievements, I am acutely aware that we have miles to go. Before I conclude, I would like to assure the Honourable Members that we shall not relax or falter but set our sights high and endeavour to soar to newer heights in performance

40. I am grateful to the Members for patient hearing given to me. With these words, Sir, I now commend the budget to the House.

12.50 hrs.

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS), 1984-85

[English]

THE MINISTER OF RAILWAYS (SHRI BANSI LAL): I beg to present a statement (Hindi and in English versions) showing the Supplementary Demands for Grants in respect of the Budget (Railways) for 1984-85.

12.51 hrs.

SUPPLEMENTARY DEMANDS FOR GRANTS (GENERAL), 1984-85

[English]

THE MINISTER OF FINANCE AND COMMERCE AND SUPPLY (SHRI VISHWANATH PRATAP SINGH): I beg to present a statement (Hindi and English versions) showing the Supplementary Demands for Grants in respect of the Budget (General) for 1984-85.

12,52 hrs.

STATEMENT RE-FIRE ACCIDENT
TO 327 UP NAGPUR PASSENGER
ON RAJNANDGAON-DENGAR
GARH SECTION OF S.E. RAIL-
WAY ON FEBRUARY 23, 1985.

[English]

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : I deeply regret to apprise the House of a tragic fire on a passenger train resulting in loss of life on 23.2.1985.

At about 00.45 hrs. on 23.2.1985, while 327 Up Nagpur Passenger was on run between Musra and Jatkanhar stations of Durg-Dongargarh broad gauge double line section of Nagpur Division, two coaches, both second class, were noticed to have caught fire. The train was stopped at Km. 915'15 after passing Musra station. In this accident, 34 persons lost their lives and 14 sustained injuries including 8 grievous and 6 minor. In addition, 2 persons sustained trivial injuries. They were given first aid and discharged. Subsequently, one injured person succumbed to his injuries in the hospital.

A railway medical van along with medical team from Dongargarh was rushed to the site and arrived there at 2.15 hrs. After rendering first-aid at the site all the injured persons were taken to Rajnandgaon Civil Hospital. Later, one boy aged 20 years was shifted to Bhilai Steel Plant Hospital.

The fire in the first coach was extinguished at 3.30 hours and in the second at 7.30 hours on 23.2.1985.

Chief Commercial Superintendent, South-Eastern Railway, a senior officer who was travelling by Geetanjali Express reached the site at 5.50 hours. Divisional Railway Manager and other Divisional Officers, Nagpur reached the site at 8.15 hours. General Manager and other officers from Headquarters rushed to the site by a special train. Chairman, Railway also visited the site on 24.2.1985 and met the injured in the hospital.

Ex-gratia relief has been sanctioned to the next of kin of those who died and to the injured persons.

An Ad-hoc Claims Commissioner has been appointed to decide the claims for compensation in this case. Maximum amount payable is Rs. 1 lakh. The compensation due in each case of death and permanent disablement is Rs. 1 lakh and compensation payable to injured persons varies from Rs. 20,000/- to Rs. 1 lakh according to the nature of injury for which a schedule is prescribed.

My colleague, the Minister of State for Railways and I are watching the safety performance of Railways and we have initiated more intensive safety measures. I have issued a 10-point Action Plan to this effect and the results are being monitored. I fully share the anxiety of the House and assure that safety will continue to be our prime concern.

12,55 hrs.

[English]

Election to Committees (i) Indian Nursing
Council

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : On behalf of Shrimati Mohsina Kidwai, I beg to move :

"That in pursuance of sub-section (1) (o) of Section 3 of the Indian Nursing Council Act, 1947, 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 Indian Nursing Council, subject to the other provisions of the said Act."

The motion was adopted.

(ii) National Welfare Board for
Seafarers.

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) : I beg to move :

"That in pursuance of Rule 4 (h) of the National Welfare Board for Seafarers

[Z. R. Ansari]

Rules, 1963, the members of this House do proceed to elect, in such manner as the Speaker may direct, one member from among themselves to serve as member of the National Welfare Board for Seafarers, subject to the other provisions of the said Rules."

MR. SPEAKER : The question is :

"That in pursuance of Rule 4 (h) of the National Welfare Board for Seafarers Rules, 1963, the members of this House do proceed to elect, in such manner as the Speaker may direct, one member from among themselves to serve as member of the National Welfare Board for Seafarers, subject to the other provisions of the said Rules."

The motion was adopted.

12.58 hrs.

Lok Sabha Adjourned for Lunch Till Fourteen of the clock.

The Lok Sabha re-assembled after Lunch at three minutes past Fourteen of the Clock.

[MR. SPEAKER in the Chair]

SHRI SUDINI JAIPAL REDDY : Mr. Speaker, Sir . . .

Mr. SPEAKER : No. No discussion please. The ruling is firm and final. Discussion is a discussion. Whatever points may come, they come and we will see later on. No question of discussion, now. Discussion is a discussion. Points can be brought by five people and they can be brought by ten people. No. I don't agree. This is a House of 540 people.

SHRI SUDINI JAIPAL REDDY : But Sir . . .*

MR. SPEAKER : Nothing goes on record. I do not think that I am unfair. I have never been unfair, whatever I may think. Now, Shri Braja Mohan Mohanty.

14.04 hrs.

Calling Attention to Matter of Urgent Public Importance

[English]

Recent espionage activities by certain persons and revelation of leakage of Government and national secrets in some sensitive Ministries.

SHRI BRAJAMOHAN MOHANTY (Puri) : I call the attention of the Minister of HOME AFFAIRS to the following matter of urgent public importance and request that he may make a statement thereon :-

"The recent espionage activities by certain persons and revelation of leakage of Government documents and national secrets in some sensitive Ministries and the steps taken by the Government in regard thereto."

THE MINISTER OF HOME AFFAIRS (SHRI S. B. CHAVAN) : Sir, On January 18 this year, the Prime Minister had made a statement in both the Houses disclosing the existence of an espionage network involving leakage of sensitive and classified documents from certain offices and Ministries of the Government of India. In the course of the statement, the Prime Minister had also mentioned that certain persons holding sensitive positions in the Government were responsible for this leakage and passing on this information to unauthorised persons. On January 21, I had come before this House and provided some more details of the case which had by then become available. I had given an assurance that no one who was involved in this kind of activity would be let off and that investigations would be pursued vigorously.

As the hon. Members are aware, the espionage activities involved leakage of classified and highly sensitive documents containing strategic information of considerable value. Quite a few original documents were also recovered. The investigations so far has revealed the existence of a well organised conspiracy, trad-

* Not recorded.

ing in information vital to the security of the country. It appeared to have begun as an operation for collecting commercial intelligence in the beginning and later on branched into areas having direct relevance to the security of the country. Since the investigations in the case are yet to be completed, it would not be in the interest of proper investigations to make any further disclosures in the matter at this stage. In the past also whenever similar cases came to the notice of the Government, it has been the tradition of the House to bear with the Government and not press for discussion in detail. There has been a certain amount of speculation in the press about this case. Such press reports should not be considered as fully authentic.

The case was registered on 17th January in Tilak Murg Police station under sections 3, 5 and 9 of the Official Secrets Act, 1923 read with Sections 120 (B) of I.P.C. 18 persons have so far been arrested out of which 13 are serving Govt. employees and one is a retired government servant. A list of these persons is being laid on the Table of the House. So far statements of 120 witnesses have been recorded by the investigating agencies. Statements of 8 accused have also been recorded under section 164 Cr.P.C. before the court of law. Investigations conducted so far have resulted in sufficient evidence to prosecute all the accused persons.

Every care is being taken to see that all aspects of the case are carefully worked out so that all the ramifications are fully revealed. Though it will not be possible for me to give more specific details at the moment as investigations are still in progress, I can nevertheless assure the Hon. Members that the investigations would soon be brought to a successful conclusion and appropriate action taken against all those responsible for the leakages and espionage activities.

There have also been some speculations about the supposed involvement of foreign agencies in this case. Though some foreign nationals did play a part in

this particular case, it would not be proper to specify the foreign agencies or the diplomats who may be involved in this case in the interest of our good relations with the foreign countries. I would request the hon. Members to bear with me on this matter.

Consequent on the detection of this case, Government has initiated a series of measures to ensure the security and secrecy of classified documents in the various Ministries and Departments. The matter has been gone into at the highest levels and a Committee has been constituted to streamline security procedures, in particular, to go into the treatment and handling of all classified information.

List of Persons Arrested

(Vide para. 3 of the Statement)

1. Coomarr Narain, Regional Manager, Maneklal Group of Industries.
2. P. Gopalan, Sr. PA to the Principal Secretary to PM.
3. T. N. Kher, Under Secretary to the Principal Secretary to PM.
4. K. K. Malhotra, Sr. PA to Principal Secretary to PM.
5. S. L. Chandna, PA to Principal Secretary to PM.
6. J. N. Tiwari, Sr. PA to Additional Secretary, Deptt. of Economic Affairs, Ministry of Finance.
7. S. Sankaran, Sr. PA to Press Secretary to the President.
8. J. C. Arora, PA to Secretary, Defence Production.
9. S. N. Ram, UDC in the Office of Principal Secretary to PM.
10. Amrik Lal, Sr. PA to Joint Secretary, Defence Supplies, Ministry of Defence.
11. Ashok Kumar, PA to Deputy Secretary to the President.

[Shri S. B. Chavan]

12. H. N. Chaturvedi, Assistant, Ministry of Commerce (EPLSG Section).
13. B. K. Aggarwal Managing Director, Gangaur Impex (P) Ltd., New Delhi.
14. Ashok Jaidka of Jaidka Hosiery Factory, Ludhiana.
15. A. P. Sarathy, Retd. Civilian Staff Officer, Ministry of Defence.
16. Yogesh T. Maneklal, Managing Director, SLM Maneklal Industries Ltd. Bombay.
17. V. K. Palaniswami. Sr. PA to the Director, Major Ports Reforms Committee, Ministry of shipping & Transport, New Delhi.
18. K. C. Sharma, Formerly Sr. PA to the Secretary, Ministry of Finance and Secretary, Planning Commission.

MR. SPEAKER : Now, Brajamohan Mohanty.

SHRI SUDINI JAIPAL REDDY (Mahbubnagar) : There is nothing in it.

AN HON. MEMBER : The House has been kept in darkness.

MR. SPEAKER : Yes, Mr Mohanty.

SHRI SUDINI JAIPAL REDDY : If things were to be so confidential, even this Calling Attention need not have been permitted. Shri Brajamohan Mohanty (Puri) : I have very carefully listened to the statement made by the Home Minister . . .

PROF. MADHU DANDAVATE (Rajaapur) : What was there for you to listen to ?

Shri Brajamohan Mohanty : Sir, if they unnecessarily disturb me, they would be snubbed.

SHRI SUDINI JAIPAL RADDY : You have disturbed the Minister.

Shri Brajamohan Mohanty : The problem is that certain information the Home Minister does not want to disclose. I will not press him to do it.

I am thankful to the Government (*Interruption*) . . . Please listen to me. You should know how to handle a Calling Attention Motion. I would not press the Minister to give any information which it is not possible for him to give in the House ; but at the same time, I would submit that from his statement it is apparent that investigations have reached the closing stage. He has categorically stated :

“ . . . The investigations conducted so far have resulted in sufficient evidence to prosecute all the accused persons.”

Naturally, the investigation has reached the concluding stage. Have certain aspects of this episode been investigated or not ? The Minister states in para 5 of his statement that “it would not be proper to specify the foreign agencies or the diplomats who may be involved in this case in the interest of our good relations with the foreign countries.” So far as good relations are concerned this is not a one way traffic ; there must be also some response from the other side. Now, in France itself, in the City of Pares, it is publicly debated whether French agencies were operating here or not ; whether a particular man, Mr. Bolley or somebody who was negotiating the Mirage deal with us, was involved or not. Now, the Press is taking a stand that they were simply operating to ascertain arms supply by the Soviet Union to India. Has this aspect been investigated or not ?

I would like to draw the attention of the Home Minister to the report of *The States man* dated 29th January, 1985 where the French Paper's reporting has been reported. Has that been investigated or not ? As a matter of fact, involvement of CIA would be there. Whether CIA is involved in it. Whether NATO was operating any agency here ; whether French and CIA were

working under them. These are all press reports. You know about *India 1969*. Russia published a pamphlet on "CIA Activities in India." They have named somebody. Somebody is the head of the operating agency as chief of the CIA in India; and subsequently he also admitted that he was operating as the Chief of the CIA in India. All the vital information relating to Bangladesh and our operation there, everything was being smoothly intimated to the United States of America during those days. Somebody said that a Minister of the Cabinet was involved. That is the allegation. I do not know if any investigation has been made. The nation is still in the dark who was there and who was betraying the interest of the nation. My submission is that it should be very seriously investigated.

Was our counter-intelligence adequate? Is it functioning efficiently? These are the questions which normally agitate the mind of everybody in this country. Is there any coordination between civil and military intelligence? Naturally, these are the aspects about which the Home Minister's statement is conspicuously silent. Has any step been taken to channelise the counter intelligence system itself? Has any step been taken to introduce coordination? That is what is necessary. What is the type of espionage opening there? What was its purpose? Was it to destabilise this country? Was it to divide this country into pieces because the press reports indicate that they were collecting information regarding all our decisions on Punjab and Assam? They were even collecting information about all our plans and programmes regarding defence production and our modernisation programme. All these things they were collecting and communicating to other countries.

It has also been reported that the satellite technology that we have and information relating to it has been passed on. It has also been reported that the satellite operations conducted by the United States of America, and information collected by India has been communicated to Pakistan. The information that our Indian intelligence people collected has

also been passed on to these agents. It is not a small thing; not only that. All details about nuclear research and our programmes about the nuclear installations, about those in Pakistan and everything is published publicly. So many things have been published about this espionage. And France has been mentioned. It is a friendly country. I do not know why they should have got involved in this. Who is operating these activities? Whether it is CIA or NATO it should be investigated. My submission is that this matter should be thoroughly investigated in the interests of national security and democracy. It should be elaborately investigated and information should be furnished to this House.

Another aspect that I want to bring to the notice of the House is it should be checked since when these operations started. Did it start with Col. Boley, the French Diplomat, when he came here in 1981? It has to be investigated whether it started earlier than that. I was going through an article written by Shri Kuldip Nayyar that was published in the *Free Press Journal*. It has been stated that this started earlier that some Private Secretary to the Prime Minister Shri Morarji Bhai, and Shri Charan Singh and Secretary of Shrimati Gandhi, or some common Private Secretary was linked with them. Naturally it is a very complicated thing. As soon as I saw it, I thought that all this should be properly investigated. My submission, once again, is that it should be very elaborately investigated. What should be our approach? It should be done with a national outlook and approach.

But I am sorry to mention in this House that a day after this incident took place, that is on the 19th January 1985, the CPI (M) party passed a resolution. The bourgeois opposition, they are not castigating or condemning the imperialist forces in this country. Why are they dividing the nation like that? It is not that CPI (M) are anti-imperialist; and we are pro-imperialist. I am very sorry to say this. The approach should be a national approach. There should be no partisan attitude in this respect. My submission is that it should be a national approach. I would request the hon. Members in the opposition, of the CPI (M) that they should

[Shri Sudini Jaipal Reddy]

take a national approach and condemn imperialist forces in the world.

SHRI SUDINI JAIPAL REDDY : Sir, you must call the attention of the CPI Members according to him.

SHRI S. B. CHAVAN : Sir, the hon. Member has referred to a number of issues. It is a fact that it is a national issue on which there should be no division on party lines because ultimately it is the national interest that has to be considered, whether it is this agency or that agency that collected the information. So far as we are concerned the entire information which has been collected is of a sensitive nature, with security implications and a number of documents which were seized clearly established that these were classified documents on each and every bit of information organising from the planning, the resources, the financial position, our capabilities in a number of spheres were being reported, or in fact photostat copies of the original documents were being prepared and passed on to some foreign agency.

The most disturbing feature is not so much that the foreign agencies are collecting the information, but there are people in our country who are prepared to pass on any sensitive information to any one for the sake of getting some money or for some illegal gratification. I have very clearly stated that in matters of espionage if there are certain countries who are involving themselves in this, we cannot possibly reveal the names of those countries, because ultimately we have to have dealings with those countries and maintain good relations with them. But those who have been indulging in this kind of undesirable activity have been recalled by their respective countries. Most of those people have gone back to their countries. That is why I do not think that I will be able to give the names of those countries. And whether the information collected by any particular country was meant for that country alone or was being passed on to other countries, is a matter which it will be very difficult for the investigating agencies also to establish. That is why it is very difficult for me at this stage to say whether CIA or Russian agency or some other agency was operating. The fact of

the matter is that the documents which have been recovered clearly establish that there is one agency which was dealing in passing on this information to different foreign sources. Whether it was confined to that country or later on passed on to some other countries, it will be very difficult even for the investigating agencies to establish. At this stage, it may not be possible for Government to react to what the hon. Member has been asking.

I cannot possibly say what exactly was the objective for which some foreign agencies wanted to collect the information because I cannot deny the fact that everybody was interested in finding out whether we had advanced in satellite technology to such an extent that we could make very quick advance in that field. Some people were also interested in finding out our manufacturing capability in the field of defence production and what effect whether favourable or unfavourable, it was going to have on the defence production materials in those respective countries. This might be the reason. That is why I clearly stated that in the beginning it might be commercial intelligence they wanted to collect but later on, when they came across certain very sensitive documents which could give other information, that was also being passed on to them.

SHRI INDRAJIT GUPTA (Basirhat) : What is meant by commercial intelligence ?

SHRI S. B. CHAVAN : Commercial intelligence in the sense that if there are commercial transactions which were being carried out from one country to the other and if the information is collected which goes to help the country concerned, they will be able to increase their trade and commerce with us vis-a-vis other countries that are having regular trade with them that was the beginning of how Coomarr Narain started his business. But later on, they entered into political espionage and when sensitive documents came into their possession, they tried to trade them.

PROF. MADHU DANDAVATE (Rajapur) : I hope budget secrets are not leaked out.

[Transtation]

SHRI VIJAY KUMAR YADAV (Nalanda) : Mr. Speaker, Sir, two months have elapsed since this episode took place and even after two months the information which should have been given by the Government is not forthcoming. Taking into consideration the revealed in the House earlier or the information available through press, the statement reveals nothing but disappointment. The people of the entire country are concerned at this espionage episode and it is natural that when security of the country is affected by any event, people give importance to the security of the country beyond party affiliations.

The people of the country were stunned when this episode came to light. Just now the hon'ble Minister has started in his reply that the spying actively started from commercial espionage and later on it branched into the political and the military departments. It clearly shows that the agency involved in this incident was at this job for a long time and this espionage activity was going on for a long time. I want to know what our Government was doing all this time, what our Home Department and other departments like RAW and CBI, which are meant to keep an eye on such activities, were doing? It was reported in the newspapers that important documents were taken out from the departments and photostat copies thereof made in the market. It was happening in Delhi which is the Capital of India. What were the concerned departments, Home department of C.B.I. or RAW doing? This activity was going on for a long time but it could not be detected. After all, some responsibility should be fixed for it. I want to say that the security of the country deserves top priority. When people raise this question then it becomes the greatest responsibility of the Government to ensure that nobody is spared in this case. Earlier also many reports to this effect appeared and some people engaged in espionage activities were detected and their statements were taken. This happened earlier also. Even the names of some Central Ministers were mentioned but who have actually been apprehended? Only low ranking Government officials, Government

employees and peons etc. have been apprehended. I want to know whether activity of this magnitude could be run by the low ranking officials? Can it be imagined that 90 persons, top officials are that you not involved in it? You say that you will not spare anyone. Two months have elapsed but what has happened. Your conclusion shows that only those persons have been arrested against whom *Prime facie* case has been established but the persons who have been arrested are some businessmen and petty officials. It is not possible for petty officials to carry out activities of this magnitude as also conspiracy against the country. I specifically want to know from the Government and the Home Minister what is the hindrance in telling the names of persons involved in it including the names of persons belonging to your departments of the Central Government. I would also like to know whether some politicians or Ministers are involved in it? This whole affair is not an ordinary one. Action has been taken against some persons and some have been arrested and, as stated, some persons of some foreign agencies have been sent back. This is right but the people want to know the persons who endangered the security of the country. You do not want to reveal the names of the persons on the pretext of the security of the country. This is a plea under which only those citizens of the country are deprived who want information in the country's interest.

We only want complete information in this regard, although we know the reply given earlier would be repeated and you do not want to disclose anything new. It has also been stated that security arrangements have been tightened and several measures have been taken. Now the question arises as to why you were complacent in this case earlier and why such an action was not taken earlier, because this spying case is not a new case. The spy rings are also active in other countries of the world and it is the responsibility of the central Government to keep a watch over such activities and it should have strengthened its intelligence. I would like to know as to why this was not done and what measures have been taken to check recurrence of such incidents

in future? I would like to have a brief idea about all these things.

SHRI S. B. CHAVAN : Mr. Speaker, Sir, the hon. Member has raised three or four questions, and one of the points emphasized is that despite so much importance of the case, a period of two months has passed and the information furnished by the Government is insufficient and as a result he is not satisfied. I cannot fabricate information to satisfy him. According to the investigation conducted by the investigating agency, statements of all the concerned persons have been obtained and there are no other persons except those who have been apprehended. He has said that possibilities of other persons being involved cannot be ruled out. The entire investigation that has been conducted, is based on complete information. Until further material is received, we cannot think of implicating any other person.

[*English*]

SHRI VIJAY KUMAR YADAV : You have said in your statement :

“Certain persons holding sensitive position in the government were responsible for these leakages :

[*Translation*]

SHRI S. B. CHAVAN : As mentioned in the statement, a list of 18 persons has been laid on the Table of the House. Out of these 18 persons, 12-13 persons or 11 or 12 persons are serving government servants one person is a retired government servant and there are some businessmen whose names have been mentioned in the list. I cannot mention any other name, as there is no such information with me or with the investigating agency. If newspapers have reported the involvement of some other persons, we do not know the source of their information. If he has any information, he may pass it on to me and we will ask the investigating agency to investigate into the matter on the basis of such information. In view of the fact that some persons were caught red-handed while handing over documents at the time of said, how could it be said that these persons may not be involved in the case

and some other persons might be involved. . .

SHRI VIJAY KUMAR YADAV : I am not saying this. This is not my question. I have said that in addition to these persons, there might be some other persons also.

SHRI S. B. CHAVAN : If somebody has any such information, he can pass it on to me. I assure you on behalf of the Government that we do not want to shield anyone. But till such information is received, how can we say in the House whether other persons also have a hand in this case? He says that this is a great scandal and how could it have been carried out only by low ranking persons. This is merely a presumption. But if anybody has any information in this regard, it could be passed on to us and if our investigating agency has not examined this case from that angle, we may ask them to enquire from that angle. Any person found involved in the case will be apprehended.

So far as the finding of the investigating agency are concerned, no Minister or political leader has been found involved in it. We do not have any other name except those mentioned in the list. I have to say only this such.

[*English*]

SHRIMATI GEETA MUKHERJEE (Punskura) : Sir, I am really at one with you. I fully do not understand why the Minister at all decided to reply the Calling Attention.

MR. SPEAKER : He has to.

SHRIMATI GEETA MUKHERJEE : Frankly-speaking this is nothing. He should have taken a stand that there should be a general ban on discussing these things, because, in my opinion, the confusion now will be worst confounded. If the discussion had taken place on a clean slate, it would have been understandable, but daily, day in and day out, in all kinds of Press all kinds of news and all kinds of leakages have put us in a really very very difficult position. The hon. Minister may be in a better position by kno-

wing this, but we are in a pitiable position by not knowing this. At the same time everyday we are to'd very many peculiar things.

MR. SPEAKER : He is asking you not to believe those rumours.

SHRIMATI GEETA MUKHERJEE : No, Sir.

SHRI INDRAJIT GUPTA : He should either contradict or confirm the reports which are appearing everyday. He does neither, Where do we stand then and where does the country stand ?

(Interruptions)**

MR. SPEAKER : Not allowed.

SHRIMATI GEETA MUKHERJEE : When he refers to the Press reports, he says they are not fully objective. But he should at least enlighten us what part is authentic and what part is not. Otherwise it becomes very much confusing.

So, first I would ask him to tell us on that point. Now, Sir, there are other types of leakages. I am surprised, let alone very serious documents of strategic nature being leaked, even the *in-camera* statements made by the accused as confessions are being leaked. In that *in-camera* statement the fellow says that for twenty five years he has been drawing on those documents uninterrupted. Now all this has come out in the Press. If it is so, then for twentyfive years a certain agency, whichever it may be, had access to all kinds of strategic files. I do not know really what the Government the to say about this. There had been some leakages earlier also, but we do not know what has happened to the reports on the investigations that followed. For example it has come out in the Press that when the late Prime Minister was alive, she had ordered an inquiry into the leakage to the CIA of a special discussion with the RAW about the pre-emptive action on Pakistan's atomic plants. We understand that it was being investigated into, but we have not come to know what has happened to that investigation. That was long time back and no-

*Not recorded.

body has been prosecuted either. These all are connected affairs that are now coming up. So, I would like to know what has happened to that case. Has any FIR been launched in such matter ?

Now, there have been very many incidents in our national life about the CIA's activities here, some of which my hon. friend, Shri Mohanty has referred to. From that point of view it is not just enough if you say it began with some commercial intelligence etc. It all becomes very much whittled down. Friendliness is all right, but if somebody, particularly a nefarious international agency, has been active in our country under the garb of friendliness, I would like to know what was our earlier experience on that to draw upon this case as well. This is one aspect of my question.

There is another thing on which I am very much confused. Of course, in answer to Vijayji, the Hon. Minister has said if Vijayji could name somebody in high position then he would take up.

Then I would rather suggest to hon. Chavan Sahib : Why don't you come here and let Vijayji go there ? That would be easier. So long as you are there, why do you ask Vijayji to give the name of the highly placed officer ? Actually he has mentioned about national concern, It is very much a national concern. That is why we are asking : Is it possible that only some small fries and that too sitting in a club after six o'clock in the evenings are involved ? I have never heard of secret activity conducted like that, All these agents get together in the club for drinks etc. at six o'clock and there the documents are sold as vegetables. This has never been heard of in any operation earlier. So the whole thing is looking very fishy. Therefore, people are very much agitated and concerned. So, it is high time that you came out with a clear-cut statement ; that will do less harm to the country than all the speculations will do.

Another question is that it seems to me that some discriminatory attitude is being adopted by the Government with regard to some very highly placed officers. I would

[Shrimati Geeta Mukherjee]

like to know the rationale behind it. For example, when Mr. Alexander's underling was accused, Mr. Alexander resigned and that was very much praised by the Prime Minister. That was understandable, naturally. But we again read that in the case of the former Cabinet Secretary under whose direct charge is RAW as well as our own investigating agency, namely, the CBI, when his hireling is accused in this case, he is promoted to World Bank and sent to Washington. Nobody asked about its propriety and at a time when the investigation is still going on.

The third case again is that of our Secretary of Defence Production. What happens in his case? His P.A. was cleared by the IB just two weeks back, but was later on arrested. Then, as we understand, the Government thinks that his PA is implicated. Why they have not declared like this two weeks back, I do not know, but he was asked to go on retirement earlier, which is called premature retirement. All these are very high officials. So, why this kind of attitude? Is there any special coterie or agency or lobby working again in this field? It is because these things will create an atmosphere of this kind among officers. Again I would like to know this: Is it on the basis of specific information that such specific actions have been taken? We do not know about this. Therefore, I would like to know the reply from the Minister to the questions I have raised, specially, what is authentic in the press and what is not. At least please tell us whether for 25 years these things have been going on and whether it is also true from our earlier experiences that CIA stands out as one of the worst agencies which have been subverting not only our country, but the entire Third World countries. If so, I fully agree with Mr. Mohanty who asked a specific question; but you did not answer that. So, please answer that. Also please answer as to what happened to that investigation which our late Prime Minister herself ordered about the leaking of the pre-emptive action.

SHRI S.B. CHAVAN : Sir, the hon. lady Member has been asking about information. I believe, on the presumption that it has something to do with the case

which is under investigation. Am I to take it that all the queries that she has put in this House are relevant to the episode which happened in the month of January and it had some sort of connection with it?

SHRIMATI GEETA MUKHERJEE :
It is relevant to national security.

(Interruptions)

SHRI S.B. CHAVAN : Every time you are prepared to spring up and ask something without seeking permission from the Chair. I am really surprised.

(Interruptions)

SHRI S.B. CHAVAN : When I am on my legs, when I am replying to the question asked by the hon. lady Member, he is doing this.

One thing which the hon. lady Member asked me was whether I can confirm or deny reports appearing in a section of the Press. I don't think it is possible. If I were to either deny or to confirm, I have to read all the papers, go through them and every bit of it—first investigate and then tell them whether this is true or not. This is a very ingenious method adopted by some of the newspapers that they give stories with a view to get some kind of confirmation or denial and on that basis, they proceed further. I don't think that this is going to be possible for this Government to go on reacting to every news-item which comes in the Press. It is not going to be practical either.

Sir, I am also equally surprised, as the hon. Member is, about the *in camera* proceedings which appeared in a section of the Press. But it is a fact that it has come out. How far it has been authorised by the Magistrate concerned in the matter, I cannot possibly react to. It was really very unfortunate that what was supposed to be *in camera* proceedings has been reported in the Press.

Sir, another incident which the hon. Member has referred to was about some reference to the late Prime Minister regarding handing over some kind of information . . .

SHRIMATI GEETA MUKHERJEE :

Sir, there is a confusion. Let me clarify. The Prime Minister was not handing over. The Prime Minister instituted an enquiry into handing over to the C.I.A. the proceedings of the intimate discussion she had with the RAW on the pre-emptive action.

SHRI S.B. CHAVAN : I am sure that the hon. lady Member will be able to appreciate the fact that I am going to confine myself in replying to whatever questions she has put which are relevant to the incident which occurred on that particular day and about which I have the information with me.

SHRI INDRAJIT GUPTA : Is it one day's incident, one incident? Which incident, which particular incident you are referring to?

SHRI S.B. CHAVAN : It is on the 17th January and the documents seized on that particular day which have been fully investigated into and in which 18 persons have been arrested. On that issue, I have made a statement before the House. So, about the other incident which the hon. Member is referring to, unless I were to go through the papers, it will not be possible for me to give any information at this stage.

PROF. MADHU DANDAVATE : Hon. Minister, you have referred to only one particular day. But that gentleman says, "I am doing it for 25 Years".

MR. SPEAKER : It is the same case.

SHRI S.B. CHAVAN : I cannot possibly say how far it is true unless this is corroborated by some other evidence—merely because one gentleman is saying that 25 Years he has been doing this. What kind of information he was collecting, what kind of information he was passing on is a matter which has to be considered.

SHRI SUDINI JAIPAL REDDY : Sir, I am on a point of order.

MR. SPEAKER : There is no point of order.

SHRI S.B. CHAVAN : The hon. Chair has not allowed you.

(Interruptions)

MR. SPEAKER : Please sit down. No. Not allowed.

(Interruptions)*

MR. SPEAKER : It is the culmination of all those things which had taken place.

(Interruptions)

MR. SPEAKER : Mr. Jaipal, you are always trying to interrupt the proceedings. This is very bad on your part. Please desist from doing this. No. Please don't do it.

He is pinpointing that thing.

SHRI SUDINI JAIPAL REDDY : He was contradicting all along the line.

MR. SPEAKER : Please do not do it.

SHRI S.B. CHAVAN : About *in camera* proceedings before the Magistrate and the confession that the accused has made, these are matters which are in the possession of investigating agency and, to the extent possible for them to go back they will try to find out as to whether this kind of activity was being carried on by him for the last 25 years, what nature of documents he was coming across and what information was being passed on by him.

About the report which has appeared in a section of the press that he was carrying on this kind of activity for the last 25 years, the office gives me to understand that no statement of this nature was ever made by the accused.

Another question which the hon. Member put to me was as to whether there was any kind of discrimination between one officer and the other and how it was that one of the P.As who was released at a particular stage was later on re-arrested. The whole thing depends upon the kind of evidence which becomes available. In the beginning, he must have been interrogated and nothing incriminating was most proba-

[S.B. Chavan]

bly found and, later on, when all the evidence was over and everything was properly connected, it must have been established that there was a definite case against a particular person. But I cannot possibly say as to why he was released in the beginning and why he was re-arrested later on as I do not know the circumstances of the case being mentioned. Unless there is a substantial case against a Particular person, I do not think anything of this nature must have been attempted. There is no discrimination so far as the officers of the Government of India are concerned. Even the two officers which the hon. Member referred to have resigned on their own. They have not been asked either to resign or to retire prematurely. They have taken action on their own.

About the third person whom the hon. Member has referred to, so far as my information goes, the Cabinet Secretary has nothing to do with anything which has happened and unnecessarily casting any kind of an aspersion on the integrity of a person will not be a proper thing for anyone of us to indulge in this House. So far as my information goes—I have thoroughly briefed myself before coming to the House—I can say without any fear of contradiction that the Cabinet Secretary was, in fact, having a very good record; he had nothing to do with anything which has happened and that is why his employment in the World Bank which has been raised here is a rather unfortunate reference. I would request the hon. Member not to make any reference which has no relevance to this particular case.

SHRIMATI GEETA MUKHERJEE : Sir, he has misunderstood my question. I would myself clarify it. My question was not as to why the P.A. was earlier released and later on re-arrested. That only shows the inefficiency of the system. That itself is very bad. My question was different. On that, the P.A. is implicated but not the Defence Production Secretary. The Defence Production Secretary retired prematurely. The Minister also says that he retired prematurely on his own. That has not come in for praise. He has not been praised for that at all. My question was not to implicate the Cabinet Secretary

or anybody else. The Government should take the same type of attitude towards everybody. The same standard should be applied.

MR. SPEAKER : About the person who is not involved, I think, they have taken the same action. They have taken action against whosoever is involved.

SHRI INDRAJIT GUPTA : Does it mean that because Mr. Alexander resigned he was involved? He was not involved.

MR. SPEAKER : He has said that on their own they have gone: they are not involved.

SHRI INDRAJIT GUPTA : If because of that action, they praise Mr. Alexander—that is all right—why in the case of the other gentleman he is not praised also for willingly going out of the picture?

MR. SPEAKER : That was not the case. He came later on when we were not here. It was later on. You were also not there. You were in Moscow at that time.

SHRI INDRAJIT GUPTA : I was looking at it from a more detached angle?

[*Translation*]

SHRI HARISH RAWAT (Aimora : Mr. Speaker, sir, the most significant aspect of the matter is that the persons apprehended in connection with the selling of country's interests to others are from among those who have been charged with the responsibility of running the administration efficiently. Larkins and Samba cases are still pending in the Courts and now this new case has come to light.

Ours is a developing country and there are our neighbouring countries whose interests clash with other countries. It is, therefore, natural that many countries, whose interests clash with us, are keeping a watch over us. To defend our country's interests from such countries, it is necessary that we have an equally strong net-

work so that we are able to meet any threat from these countries. Certain officers holding sensitive positions in the Government have sold secret information to other countries and they have been doing this work for quite a long time. This shows that our intelligence network was not keeping a surveillance on the persons properly who had been working in these sensitive positions. Therefore, it is natural for the people to doubt the competence of the country's intelligence net work and its organisations. I would like to know from the hon. Minister whether these people who have been working in sensitive places and have been apprehended were being kept under watch constantly? If so why this case could not be detected in spite of this espionage work being carried on for a long time and in an organised manner? Who was responsible for this negligence and what action is proposed to be taken against the persons responsible for it?

14.57 hrs.

[Mr. Deputy Speaker in the Chair]

Then there are doubts about the effectiveness of our intelligence agencies in the minds of the people. There have been news items and articles in the newspapers and magazines also that there is dissatisfaction among the officers of the intelligence agencies and employees of these agencies came out in the streets with their demands and have levelled many charges against their senior officers. Are the charges levelled by the employees of such sensitive institutions probed or not? Similarly, the way the officers are posted in these agencies on deputation from different States has also been objected to by some officers. What action Government propose to take to prevent recurrence of such cases in future?

One more point has also been raised by the employees' union that the Discretionary Fund is being misused by senior officers. The Union has pleaded before the Government that if Government is not in a position to get the Fund audited by an outside organisation, it may be got

audited by internal audit. Do you propose to make any such arrangements?

Another thing that I would like to point out is that when MPs forget to carry their identity cards with them, they are refused admission but the agents of many multinational companies, religious organisations and cultural organisations working in our country in different capacities, are allowed to enter different offices and buildings. There is no bar on them. Similarly, people are of the view that the liaison officers of multinational companies have access to the people in power. It has been published in some magazines that they can approach even the ministers. I would, therefore, like to know from you the action proposed to be taken by you to stop the entry of such people?

15.00 hrs.

In today's newspapers, there is a news-item that a Venezuelan citizen named Carlos who is a professional murderer has been hired by extremist organisations for the murder of our country's important diplomats. This news-item has been published in today's daily 'Hindustan'. Many extremist organisations are active in our country. They are working in Northern as well as North-Eastern States. The newspapers have published news-items about their international connections. In our country, diplomats from Kuwait, Jordan and England were murdered. Therefore, there is a possibility that many international extremist organisations may be taking interest in our country with some motive and it can be very harmful to us. Our country has already passed through a traumatic experience. I would, therefore, like to know as to what action is proposed to be taken by you in this regard?

The hon. Minister has advised us not to press for information in certain matters. Mr. Deputy Speaker, Sir, I would like to submit through you that so much has been published about this case in the newspapers and magazines that if we do not present all the facts before the public, there will be doubts in the minds of the people about the competence of

[Shri Harish Rawat]

bureaucracy, about our competence to defend the country and to prevent leakage of classified information to others. I would, therefore, urge upon the hon. Minister that full information in this regard should be presented before the country so that misgivings in the minds of the people are removed. Merely saying that it is a sensitive case and full information cannot be given will not help in removing the widespread doubts.

SHRI S.B. CHAVAN : Mr. Deputy Speaker, Sir, the questions raised by the hon. Member are the general questions relating to policy matters. These are not connected with the matter under consideration. He has asked questions of general nature.

It is true that the people who want to create hindrances in the progress of our country, who are not happy with our progress and who used to threaten our country as a market for their produce do not want that India should progress. Production of many things in our country is increasing. If, therefore, they want to collect this type of information and take advantage of it, how can we stop them? The Government keeps surveillance over sensitive areas but the persons, whose names you have read, do not come under sensitive areas. On the contrary they belong to organisations who have collected the information. Had it been about sensitive areas where actual information originates, it would have been easier to exercise surveillance over it or to check it. Therefore, if the information is leaked out from a place where the collected information is sent. . . .

SHRI HARISH RAWAT : P.A. to the Cabinet Secretary is a very important person and under the existing system, all documents are placed before the Prime Minister or the Cabinet through Cabinet Secretary and he must be taking the help of his P.A. for the purpose. So, I fail to understand why constant surveillance has not been kept on the person working on such a post and passing on information to other countries for such a long time.

SHRI S.B. CHAVAN : We thought that a P.A. to any officer is a responsible

person and he may not indulge in such activity. But surveillance was definitely kept on the lower officer responsible for collecting such information. After this case came to light, fresh steps have been taken about handling of classified documents and arrangements have been made to ensure that no classified document reaches the hands of unauthorised person.

So far as discontentment among employees of 'RAW' and 'IB' is concerned, I am unable to supply any information here in the present circumstances.

You have said that if an M.P. forgets to bring his identity card for any reason, he is not allowed to enter the office whereas the agents of multinationals find easy entry into them. Now arrangements have been so tightened in the Secretariat that agents of multinationals and their liaison officers will not gain easy entry into the Secretariat without proper and valid papers and without prior appointment. All efforts will be made to ensure that these people are not allowed to meet the officers as freely as they could meet them earlier. So far as entry of M.P.s is concerned, we try and will try to see that no M.P. . . .

SHRI HARISH RAWAT : I mean to say that those people are not prevented whereas M.P.s are prevented.

SHRI S.B. CHAVAN : We will ensure that M.P.s do not experience any difficulty in entering office buildings, and at the same time M.P.s should also keep their identity cards with them as far as possible. But, if they do not bring their identity-cards with them, they will not be prevented. For this purpose, all the officers concerned are being informed.

You have mentioned about Venezuela and about the news-item appearing in 'The Hindustan Times' that some armed extremists would enter our country. We will try to get full information in this connection. If certain persons have already entered we will take the action we deem fit.

[English]

MR. DEPUTY SPEAKER : Shri C. Janga Reddy . . . Now we will take up matters under Rule 377.

15.09 hrs

[Translations]

MATTERS UNDER RULE 377

(i) Shortage of black and white roll photo films in Kerala.

* SHRI V. S. VIJAYARAGHAVAN (Palghat)* : I would draw the attention of the Government to certain problems being faced by the photographers of Kerala.

There are more than 10,000 families in Kerala which depend on photography for their livelihood. Their profession is facing a crisis, due mainly to the shortage of black and white roll films. In 1984, the Government had on the basis of a report from the Hindustan Photo Films Company banned the import of black and white roll film. With the ban the price of this film went up from Rs. 15 to Rs. 40/-.

As a matter of fact the Hindustan Photo Film Company does not have the capacity to produce enough film to meet the country's requirement. With the imposition of ban, the existing stocks of films found its way into the blackmarket.

Besides, certain trade restrictions imposed by Hindustan Photo Films company have also caused tremendous hardship to the consumers. The condition that paper should also be purchased along with the film can only create more economic burden on the ordinary photographers. The company insists that one packet of paper should be purchased along with 7 rolls of film. In fact even one-fourth of a packet of paper is not required for 7 rolls of film. Because of this insistence, a photographer who buys 7 rolls of film has to spend upto Rs. 352/-. Although the price fixed by Hindustan Photo Film company for its film

'Indu' is only Rs. 15.90, it is selling at between Rs.20 and Rs.24 in the blackmarket. This situation has caused severe financial strain to the ordinary photographers.

Therefore, I request the Government to take the following steps immediately :-

1. Resume import of roll film and thus relieve the shortage.
2. Required quantity of, black and white roll film should be supplied to the photographers of Kerala. On the basis of card, each photographer should be given 50 rolls per month at the controlled price.
3. The conditional sales system being followed by Hindustan Photo Film Company should be abolished.

[English]

(ii) Need for Central Governments taking Comprehensive measures for checking soil erosion in and Orissa providing assistance to the state Government for implementing such schemes.

SHRIMATI JAYANTI PATNAIK (Cuttack) : Mr. Deputy Speaker. Sir, under Rule 377 I want to raise following matter of urgent Public importance.

Soil erosion is a serious problem in Orissa. According to the satellite imagery about 47% of the total land surface suffers from soil erosion of some kind or the other. Although erosion through wind takes place all along the coastal regions, erosion through water is the main problem for the State. About 33 lakh hectares of agricultural up-lands which are mostly cultivated with bunds and terraces, suffer from silt erosion. Besides 2.5 million hectares of land are affected by salinity or water logging. In the coastal region, the adjoining cultivated lands are affected by drifting sand dunes through wind erosion.

Unless Central Government implements special schemes in Orissa for soil conservation, erosion will cause further wastage to the agricultural land and the farmers will continue to suffer. There are certain appro-

* speech was Originally delivered in Malayalam.

[Shri Zainul Basher]

ved practices of soil conservation like tree planting, terracing and bunding, pasture development etc.

I appeal to Government of India to take such comprehensive measures in Orissa to check soil erosion forthwith. I demand that special Central assistance be provided to the State of Orissa to implement such schemes.

(iii) Need to exempt from levying of income tax the house rent allowance being paid to those government employees who are living in their own houses

SHRI MOOL CHAND DAGA (Palj) : Mr. Deputy speaker, Sir, house rent allowance is given as a compensation to those employees whom the Government have not been able to provide government accommodation. Levy of Income Tax on the house rent allowance granted to the employees residing in their own houses tantamounts to double taxation on the same property because the income tax is also charged on the self-occupied portion of the house. This provision of the Income Tax Law is discriminatory because under Section 19 (13A) of the Income Tax Act, 1961, any special allowance specifically granted to an assessee by his employer to meet expenditure actually incurred on payment of rent in respect of residential accommodation occupied by the assessee is exempt from income tax to the extent of Rs. 400/-p. m.

The persons living in their own houses are being put to a financial loss in as much as they are sacrificing the rent that they would have received had they let it out and got to Government accommodation. Thus such owners have 3 disadvantages namely, (i) sacrifice of rent, (ii) payment of Tax on the house rent allowance received and (iii) payment of tax on income from house property on national basis as envisaged under Section 23 of the Income Tax Act.

I, therefore, request the hon. Finance Minister to exempt from Income Tax the House Rent Allowance in full which is paid to compensate Government employees living in their own houses.

(iv) Need for proper arrangement for purchase of paddy in Mirzapur district in U. P. so that agriculturists may get a remunerative price for it.

SHRI RAM PYARE PANIKA (Roveratsganj) : Mr. Deputy-Speaker, Sir, it is a matter of great concern that agriculturists of Mirzapur in U.P. are not getting the support price of paddy fixed by the Central Government because no proper arrangements have been made to purchase the paddy. Therefore, agriculturists are compelled to sell their paddy at lower prices. It has been brought to notice that paddy is being sold even at less than Rs. 100/- per quintal though the support price has been fixed between Rs. 137/- and Rs. 145/- per quintal resulting in great discontentment among the agriculturists. I, therefore want to draw the attention of the Central Government to see that proper arrangements are made for the purchase of paddy so that agriculturists may get remunerative price for their produce.

[Translation]

(v) Need to check pollution of atmosphere from effluents of P.V.K. Distillery in Nandganj (U.P.)

SHRI ZAINUL BASHER (Hazipur) : Mr. Deputy Speaker, Sir, P.V.K. Distillery Nandganj in District Ghazipur of U.P. has been discharging its chemical-mixed effluents into a natural open nullah. This nullah is always full of effluents and it falls into the river Ganga after covering a distance of about 12 kms. Foul smell from effluents has polluted the entire environment nearby. The nullah emits foul smell which is causing distress to people living in for-off villages on its either side and is also a health-hazard for them.

The local people have been demanding for the last two years that discharge of effluents into the nullah should be stopped but in vain. I request the Minister of Environment to take early steps to prevent the free flow of the said chemical mixed effluents so as to create healthy environment.

(vi) Need to amend the Forest Act for development of hill areas

SHRI HARISH RAWAT (Almora) : Sir, ever since the enforcement of the Forest Act, 1980, the people particularly from hill and tribal areas have been opposing it. Around development of the people living in these areas is based on forests. Most of the forests in these areas were planted, nursed and protected by the local people. But this Act has impeded all development work in these areas. For constructing roads, canals, school's buildings etc. the approval of the Central Government is necessary under the said Act. This process is so lengthy and complicated that road under construction in Almora and Pithoragarh districts of Uttar Pradesh since 1980 are still lying incomplete. People are not able to enjoy their traditional rights in forests. Forest based industries are lying closed. I would like to urge that :—

1. The present Forest Act should be amended so that it is no longer necessary to obtain the approval of the Central Government for development work.

2. The trees, which meet the requirements of local people, should be planted.

3. The local people should be encouraged to cultivate forests.

4. Cooking gas on subsidised rates should be supplied to cater to the fuel needs of the local people.

5. The existing criteria and methods adopted for construction of roads etc., should be changed and determined in such a way that minimum number of trees are cut for development works.

[English]

(vii) Need to formulate a proper sports policy for encouraging all popular games

SHRI SATYAGOPAL MISRA (Tamluk) : Sir, I congratulate the Indian Cricket team on their thunderous victory in

the world championship for Benson and Hedges cup played in Melbourne. Three consecutive victories in world and Asian Cup championships have tremendously enhanced our country's prestige in the cricket world. As the cricket is confined to few states, this victory of ours will not attract the whole world. Cricket in our country is not as popular as football so far as playing is concerned. For the development of cricket as football, the contribution of the Central Government is practically nil. The only thing that the Government is doing for cricket is popularising it by giving coverage on T.V. but the mass media such as T. V. and radio are neglecting the most popular national game like football. I would urge that Santosh Trophy matches should be shown on T.V. Similarly, Nehru Gold Cup Football championship which attracts renowned international football playing nations should also be televised on the national hook-up.

Government of India should formulate a proper sports policy to encourage all the popular games of international repute like football, hockey, swimming etc.

(viii) Need for taking steps immediately to Create a free Trade Zone at Vishakhapatnam.

SHRI S. M. BHATTAM (Visakhapatnam) : The Andhra Pradesh Government has been requesting the Centre for a long time to create a free trade zone at Visakhapatnam Port which holds promise for setting up export-oriented industries.

Vizag Port Trust has offered 300 acres for setting up free trade zone.

The Tandon Committee had long time back, recommended the setting up of 5 or 6 more free trade zones in India to boost exports. There is at present a free trade zone at Kandla port where 28 units are functioning. There is another at Santa-cruz.

Visakhapatnam Port is centrally located and is the deepest port in the country. It is an all-weather port, free from the fury cyclones. The existence of night navigation

facilities and proximity to the rail, road air port are projected as the plus points. The land offered is adjoining the port.

Under the existing conditions, the port can handle 14 million tonnes and by 1984-85, it is expected to handle 16 M.T. With the iron ore export to Japan showing decline, there is spare capacity which can be diverted for handling exports from the free trade zone.

During 1982-83, the Vizag Port handled only 11.2 million tonnes of cargo, which is only 11.67 per cent of the total cargo handled by all the 10 major ports.

Vizag port is best suited on the east coast for the location of a free trade zone and I request the Minister to take suitable action in this regard.

(ix) Need to Issue a Commemorative stamp in memory of late Sheikh Mohammad Abdullah

PROF. SAIFUDDIN SOZ (Bara-mulla) : Soon after the demise of Sher-e-Kashmir Sheikh Mohammad Abdullah, it was expected that the Ministry of Communications would issue a commemorative stamp for preserving the memory of Sheikh Sahib. It was expected that Government of India would take this measure as a mark of respect to the man who was one of the tallest and fiercest freedom fighters in the country. Sheikh Sahib rejected communal politics and all kinds of parochialism and strengthened the base of secularism in the country. It was a tribute to Sher-e-Kashmir's relentless efforts directed towards communal harmony during a period of unprecedented communal holocaust, that Mahatma Gandhi said in 1947, I quote :

"If there is any place in the country where from I can see a ray of light in this darkness, it is Kashmir and Kashmir alone."

The Ministry of Communications did not respond even after Sher-e-Kashmir memorial Committee requested it to issue a commemorative stamp as a mark of respect to the memory of Sheikh Mohammad Abdullah.

I would, therefore, urge the Ministry to accede to this request without delay.

(x) Acute shortage of coins of small denomination and need for arranging supply of such coins in the rural areas also

DR. A. KALANIDHI (Madras Central) : One, two, and three paise coins have almost become extinct. At present, we are able to see only five, ten and twenty paise coins besides 45 and 50 paise coins. Only soiled one rupee notes are available now. Even the one rupee coins are not available in plenty, these days. Due to this shortage of coins of different denominations all over the country, especially rural areas, people are finding it very difficult to lead a smooth life in their transactions while purchasing or travelling. With two rupee notes, it is very difficult to make purchases without loss of money in small denominations each day and on each transaction. Small denomination coins are being sold at a premium by certain vested interests and in certain places tokens are given in lieu of these small changes. This shortage of small denomination coins leads to fighting, struggle and trouble to the public. Due to shortage of the small coins, the traders exploit the situation to their advantage. Government of India should arrange to supply enough small denomination coins not only in the urban areas but also in the rural areas where the pinch of the shortage of small denomination coins is felt very much to the annoyance of general public.

[Translation]

(xi) Sharp fall in the price of mustard seed and need for fixing the price of mustard seed at Rs. 600 per quintal.

SHRI BIRBAL (Ganganagar) : Mr. Deputy Speaker Sir, I want to raise a matter of urgent public importance in the House.

The price of mustard seed last year was Rs. 600 per quintal which has slumped to Rs. 300 to 350 now.

The farmers raise mustard seeds crop after putting in hard labour by using quality seeds costly fertilizers, but they are not getting due reward for their input and labour. The mustard crop is already in the market. If no attention is paid by the Government in this regard, it would be a blow to the economic condition of the farmer.

I, therefore, request the Union Minister of Agriculture to fix the price of mustard seed at Rs. 600 per quintal so that the farmers may get remunerative price for their produce.

15 26 hrs.

DISCUSSION ON THE REPORT OF NATIONAL TRANSPORT POLICY COMMITTEE

[English]

MR. DEPUTY SPEAKER : I now request Prof. Dandavate to raise a discussion on the Report of the National Transport Policy Committee, laid on the Table of the House on 12th August, 1980.

PROF. MADHU DANDAVATE (Rajapur) : Mr. Deputy Speaker, Sir, I rise to initiate the discussion on the Report of the National Transport Policy Committee which was laid on the Table of this House on 12th August 1980.

This Report was actually the result of the Committee that was appointed as early as 26th April 1978. Here, I may recall an interesting experience : In 1978, when I was replying to the debate on Railways, some Members had already made a suggestion during the discussion that some sort of a National Committee should be appointed to coordinate various modes of transport in the country, and streamline and rationalize the entire transport in our nation. In response to that suggestion, I had already assured during the debate that the Government would appoint such a Committee. And I was very happy that on our suggestion the National Transport Policy Committee was appointed on 26th April 1978. Its Report was laid on the Table of this House on 12th August 1980.

I may remind you that right from 1980 i.e. for the last five years, in every session without any exception I have been demanding a discussion on the Report of National Transport Policy Committee. It took me a long period of five years to get this discussion admitted ; and I must thank the Speaker for allowing me to raise this important discussion on the floor of Lok Sabha.

The terms of reference that were given to this National Transport Policy Committee were very significant, because they sum up all the issues that were to be taken up by the country in order to rationalize and streamline our transport. These terms of reference were :

- (1) To propose a comprehensive national transport policy for the country for the next decade or so, keeping in view the objectives and priorities set out in the Five Year Plan, . . .
 - (2) To identify the areas in which the data base of the transport system should be strengthened in order to be able to formulate integrated transport plans, and to suggest procedures and methodologies for formulating and appraising such plans at the Central, State, District and Block levels.
 - (3) To recommend areas in which research and development in the transport field should be undertaken and the institutional framework for carrying it out,
 - (4) To suggest measures for improving training facilities in transport planning and management.
- and (5) To recommend any other measures which the Committee may consider relevant in relation to items (1) to (4) above.

I was very happy to find that this Committee which was headed by Shri B.D. Pande did very fine work and tried to analyze in depth all these problems to

which I have made a reference just now. This Report was laid on the Table of this House in August 1980. Unfortunately, this Government has taken no steps so far to implement some of the important recommendations of the National Transport Policy Committee. Had they been implemented, a number of bottlenecks in our transport system would have been completely resolved.

But, unfortunately, that has not been done. Now, this Committee addressed itself to certain important aspects of the problems on which the terms of reference were given to them.

15.31 hrs.

(SHRIMATI BASAVARAJESWARI
In The Chair)

They set up actually six expert groups. These expert groups were able to formulate a policy on a number of issues confronting our transport machinery. These six groups were: (1) policy on construction of new railway lines; (2) rural roads; (3) employment intensity of mode of transport; (4) transport pricing, taxation and subsidy; (5) freight equalisation; and (6) problems of urban transport. As far as these aspects are concerned, I think these expert groups went into all these problems and actually submitted their report; and on the basis of that, the national transport policy has formulated its recommendations. Really speaking, if you have to tackle the problem of transport, the main problem is the problem of priorities, and very briefly, before various Ministries, I would like to place forward certain concepts of priorities that have to be tackled adequately.

Taking for instance, the question of airline. I think in a developing country like India, we must make up our mind what is going to be our priority. There was a stage at which the Planning Commission had taken a very firm decision that there would be no scope for third airline in this country; we would like to concentrate more on shipping, more on motor transport more on railway lines particularly in the economically backward area to provide infrastructure for development; and only

we are able to provide infrastructural facilities through railways, motor transport and also shipping, then only we should be able to go on to the third airline and that proposition was ruled out altogether. But, some how or other, surreptitiously, because every mode of transport has its own lobbying in the government, they were able to exert the necessary pressure and again they are able to find that a third airline has come into the picture. Again, in motor transport, what is going to be their priority? I may recall that this very House had adopted a policy document in which the priorities of motor transport and automobile industry were already fixed up. It was agreed and it was the unanimous decision of this House that in terms of the requirement of the poor people in this country and the common man in the country, to meet their necessary requirement, it is necessary that the entire priority should be given to the expansion of an automobile industry for manufacturing only those vehicles which are meant for public transport. So, public transport was supposed to be the priority and that was the decision of this August Body, but, unfortunately, when the small Maruti car factory was given the licence—it was owned by late Shri Sanjay Gandhi—the entire priority was to be given to the automobile industry only for the sake of certain directions to be given to one particular field we find that the entire national policy regarding priorities to be given to an automobile industry only for the manufacture of those cars which are meant for public transport, actually, small Maruti car was granted permission; they were given letter of intent and ultimately the licence was granted and the entire policy was reversed. I feel this is the distortion, this is the deviation, this is the aberration and we must try to correct this distortion, remove this aberration; and when we are able to stress, for the time being, on public transport, automobile industry, when only we will be able to solve the problem of the country.

SHRI RAM PYARE PANIKA : Unnecessarily, he is trying to drag that point.

MR. CHAIRMAN : He is not yielding. You please continue.

PROF. MADHU DANDAVATE : Some people are so allergic to certain issues that the moment you refer to Maruti, they spring to their feet. I have been watching it for a long time.

[Translation]

SHRI RAMESHWAR NEEKHRA : The licence for Maruti was granted before the appointment of Pandey Committee.

[English]

PROF. MADHU DANDAVATE : Let us debate it. I am prepared to face the criticism from you. But, why do you unnecessarily obstruct me? I never try to obstruct you when you put forward your point of view, which is, to my mind, the constructive point of view. In this very House, there was a debate and I was decided that we should give stress and priority to expansion of automobile industry for public transport. That is all I am saying. I am not making any allegation. If you feel that I must pick out only your language, I have not come to this House only to echo your view.

I have not come in this House only to echo your voice. Let it be very clear.

SHRI GIRDHARI LAL VYAS (Bhilwara) : But you should speak for others also.

PROF. MADHU DANDAVATE : Yes, I will speak for you. I know it from the Estimate Committee days.

Madam, as far as Shipping and Transport is concerned, it is absolutely necessary that there are a number of coastal line for shipping. If shipping is to be made more effective, small ports which are not adequately covered should be expanded, in respect of shipping services and also cargo services. They are to be properly covered and it is absolutely necessary that we must try to restructure the entire policy regarding shipping and transport and the priority should be again on small shipping vessels and ships which are earmarked to cater to small ports which are totally neglected today.

Is it not also necessary to pay more emphasis on inland water traffic? Rivers can be utilised for this. In European countries number of rivers are properly harnessed for inland water traffic. That has been done very profitably there. It is also possible that in certain places like Kerala and others small rivers can be utilised for inland water transport. I think it is very essential and also profitable. In view of the fuel constraints also one more policy decision has to be taken. We have got three types of transport just now, in the Railway Budget we have seen about the Railway transport. We have steam traction, diesel traction and electric traction. It is accepted that the most costly traction, traction is the steam traction, though there may be various types of traction, then comes diesel traction and then electric traction.

In particular, I can point out, that while talking about haulage, for one thousand gross tonnes of load to be hauled for one kilometre of distance, the cost of haulage will be for steam traction of the order of Rs. 10, for diesel traction it will be of the order of Rs. 6 and for electric traction it will be of the order of Rs. 3 per kilometre for one thousand tonnes. Therefore, it is absolutely necessary in view of the various considerations that priority should be given to electric traction and greater and greater amount of electricity should be generated. Hydel power should also be explored, and we have rivers like Brahmaputra which should be adequately harnessed for hydel power.

Let me refer to the relationship between rail and motor transport and also to the freight structure. For the time being we will leave the passenger movement. As far as the rail and motor transport is concerned we have the comparative figures for 1950-51 and 1965-66. A very interesting phenomenon about transport has emerged. In 1950-51 traffic carried by rail was of the order of 44.1 per cent and that by road was 5.5 per cent. In 1955-56 by rail it was 59.6 per cent and by road it was 9 per cent. In 1960-61 by rail it was 87.7 per cent and by road it was 30.0 per cent. In 1965-66 the transport by rail was 116.9 per cent and by road it is 55 per cent. So, from 1950-51 to 1965-66 you will find

[Prof. Madhu Dandavate]

that the traffic by rail has increased from 4.41 per cent to 116.9 per cent and as far as road is concerned it has increased from 5.5 per cent to 55 per cent. This increase has taken place.

Now, I would like to warn all the Ministries concerned, that there is a strong motor lobby in the Government.

In Railway itself, there is a strong motor transport lobby. I am very often came across the experience that whenever national licences were to be given and whenever the question of leaving certain high rated traffic and low rated traffic to certain modes of traffic, was taken up, Railways had always picked up low rated traffic and high rated traffic had always been left to any motors. As far as high rated traffic is concerned, it is today appropriated mostly by the motor transport and only the low rated traffic is left for the railways. Here I would like to make a plea for the Railways on behalf of the Railways and that will have to be taken note of. The Planning Commission discussed that proposition. Today we find that what is happening in India is not happening in other parts of the world. For instance, the Indian Railways are bearing certain social burdens. In moving foodgrains from one place to other, they do it at a concessional rate. Defence materials are to be moved. They do it almost free. On certain types of relief materials they offer a lot of concessions. In addition to that, on certain suburban routes, certain concessions are given. In parcel and other cases also, they try to have certain concessions. As a result of that more than Rs. 400 crores of social burdens are borne by the railways. What happens in other countries? In other countries also, the Railways have to bear the social burden. But there the entire nation bears the burden from the General Revenues. Here the Railways bear the burden. As a result of this, there is a great constraint on their revenues and expenditure and their expansion activity and growth activity suffer to a great extent. This problem also has to be gone in depth.

There was a Committee appointed in 1978 to explore the problem of social burden on the Railways. I believe, by this time, its report must have been out. I

would like to know from the hon. Railway Minister as to what concrete steps are being taken to implement various recommendations made by the Committee on Social Burdens of the Railways.

As far as shipping is concerned, we find that in a number of important places like Bombay, Calcutta, Haldia and a number of other place like Cochin berthing facilities extremely inadequate. Because of this, we find that some of the ships carrying imported material, have to stand miles away from the ports. As a result of that, artificial scarcity, sometimes is created and there is artificial inflationary pressure and artificial rise in prices takes place. I think that can be eliminated completely if more attention and priority is given to provide better berthing facilities in places like Calcutta, Bombay, Haldia and other places Cochin. If that is done, probably congestion in dockyards can be eliminated completely. That will also have an impact on the artificial rise in prices as a result of artificial scarcity.

Dredging operations are absolutely necessary. No doubt, a part of this work is to be undertaken by the States. But our experience shows that dredging operations cannot be undertaken by the States at their own expense; It requires a certain type of technology, It requires a lot of expenditure. Unless central assistance is made available, dredging operations in various parts cannot be effectively done. Since there is not enough depth near the ports, ships have to halt at a considerable distance from the shore and the passengers have to be carried by launches. As a result of that, there are not adequate facilities for the passengers. And because of this, some of the ports are completely avoided by the shipping services. Therefore, this aspect is also to be taken note of.

The constituency which I represent and for that matter the entire West coast on which there is a passenger shipping service starting from Bombay and right upto Goa, Panaji, you will find a number of docks which were formerly covered by the passenger shipping service, are not covered today because there is not adequate depth,

That is because a lot of silt has gathered and dredging operations have not been adequately undertaken. That can be undertaken by the State Governments only with assistance from the Centre. Therefore, that must get priority.

The Committee on Rationalisation of the size of the ships has already made certain recommendations. For instance, I remember in the State of Maharashtra, the Government had appointed one Committee to go in depth about this problem regarding rational shape and size of the vessels which will be able to cover a number of small ports.

I am told that the Report is already out. If that Report is implemented on the entire West coast line. I think a number of small ports can be covered properly and, therefore, that problem also has to be attended to. There is also a reference to that in the national Policy document.

There has been no considerable progress regarding all-weather ports on the entire coastal area. This is the complaint of Kerala, this is the complaint of Konkan region, this is also the complaint of all other complaint of all other areas. Therefore, adequate allocations should be made available to convert the ports into all-weather ports so that in times of calamities and in times of different circumstances, the traffic can be adequately managed.

As far as the modes of transport are concerned, there is one very significant point that has been very beautifully raised in this Report. This Report raises a basic question as to what is the inter-relationship between the various modes of transport will the various modes of transport always remain complementary or whether there will be alternatives. For instance, this Report focusses a very salient aspect in the context of defence and in the context of all natural calamities. In the Report it has been pointed out, in times of war for instance, if the bombing takes place, there is an explosion and if there is only one mode of transport in a particular big region and if that particular mode is totally destroyed, in that case the communication is totally destroyed. On the contrary, if there is also simultaneous motor

transport and the shipping transport, in the case if one mode of communication is destroyed times of war or due to calamities like earthquakes or floods, some other alternative is survived. Therefore, the recommendation of this National Policy committee has been that all these modes of transport should not be treated as alternatives to each other but they should be treated as complements to each other so that in times of war, in times of constraints on our defence and in times of natural calamities like floods and earthquake, if one mode is destroyed, the other will survive and, therefore, that has also to be taken note of.

I may point out to you that only year before last, there were heavy floods in the Konkan region and the entire highway from Bombay to Goa which passes through this particular belt of Konkan region, was badly affected by floods. That road transport was totally disrupted and since on that particular line there was no railway communication, the total communication, the total communication remained disrupted. That affected the freight traffic; that affected the passenger traffic. This is one particular instance that I would like to quote. And in this context, also I would like to point out that there is an appeal for a West Coast-Konkan railway. I am glad and I congratulate the hon. Minister for Railways that while delivering his Budget Speech this morning, he has already made a reference of the West Coast-Konkan railway which start from Apta and goes right up to Mangalore. It is supposed to go up to Mangalore and a track of 62 kilometres Apta to Roha is already constructed but people are doubtful whether the entire route will be undertaken. Therefore, I welcome his announcement this morning that in order to remove the suspicion from the minds of the people that the entire West Coast-Konkan railway would not be completed, he proposes to undertake the work from the direction of Mangalore also so that from both the directions if the construction starts, people will be convinced that ultimately this West Coast-Konkan railway will be completed and I welcome that particular posture that is adopted by the hon. Minister.

[Prof. Madhu Dandavate]

As far as the fuel and energy consumption is concerned, there is one very significant aspect and to me that is dangerous one. In the morning I had raised certain issues. I would like to concretise my criticism. If you take up the consumption of fuel—I am talking about all modes of transport—from 1953 to 1976, you will find that as far as coal is concerned in 1953-54 the consumption of coal for transport purposes was 56 per cent. In 1960-61 that became 47 per cent and in 1975-76 that became 17 per cent. As far as diesel oil is concerned, in 1953-54 it was 41 per cent, in 1960-61 it was 51 per cent and in 1975-76 it was 81 per cent.

As far as utilisation of electricity as a source of energy is concerned, the figures were :

1953-54 . .	3 Per cent
1960-61 . .	2 per cent
1975-76 . .	2 per cent

So, the figures are very interesting for coal, the corresponding figures are 56, 47 and 17 per cent and for diesel oil, 41, 51 and 81 per cent, so far as the consumption of diesel oil for transport purposes is concerned, it has increased. In 1953-54 it was 41 per cent, in 1960-61 it went up to 51 per cent and in 1975-76 to 81 per cent. I am quoting all these figures, because they have been quoted in this particular report, where it is said that the percentage of electricity remained 3 per cent, 2 per cent and 2 per cent.

At a time when we have great constraints on the availability of diesel oil and coal, it is better that we shift to greater utilisation of electricity. In the morning the hon. Minister raised a particularly controversial point that, due to the high tariff on electricity, if the consumption of electricity goes up, the total quantum of money spent on that may go up. Here I may point out that this aspect was already taken note of by the railway administration. There was a time when it was rightly believed that the best traction was the electric traction. The only difficulty is, if you want to ele-

ctricify a route, in that case, the initial investment that is required for electrification of one km is of the order of Rs. 10 lakhs. That is the trouble. But some way has been found for this. The Raj Committee was appointed. It came out with the recommendation that today the cost of electrification is Rs. 10 lakhs per km; it can be brought down to Rs. 6 lakhs or 7 lakhs if we are able to change the present catenary to aluminium catenary. Certain other changes can be brought about, which the Raj Committee has pointed out. I would request the railway Minister to examine this particular aspect in depth and if he is able to convince himself that this is beneficial, to go in for electrification. If hydel power is available, it will be still cheaper. Though the initial investment will be of the order of Rs 7 lakhs per km, in the long run, I am sure, it will prove to be a cheaper proposition. Therefore they should go in for that.

✓ Then there is the question of freight equalisation, an extremely ticklish question in which all the Ministries are concerned. Here my colleague, Shri Indrajit Gupta, coming from Bengal, will narrate his experience in his State. Here is the former Finance Minister, Shri H.M. Patel, who will be able to reveal his own experience. Now there are two aspects of freight equalisation. When the concept of freight equalisation came into the picture an inter-ministerial committee, headed by Shri Marathe, was appointed. That committee went over this problem in depth and adopted a balance view on the question of freight equalisation.

Why is this freight equalisation demanded. It is demand on two grounds. One aspect is that some times the raw materials are available only at one end and they have to be carried over longer distances to the other end, where the goods are manufactured or where the factories are located. In such a situation, if you utilize the transport for carrying raw materials over longer distances and charges it on the finished product, then the commodity becomes extremely costly, because of the transport element of the expenditure. The second concept is that those who live in hilly areas, mou-

tainous terrain, where the transport charges are heavy, because they are places very difficult to reach, if full cost of transport is charge then it will be costly for the people living in those areas. In order to remove these imbalances, the freight equalisation was suggested. For instance, if there is a manufacturing firm, which is located at a place where raw materials are available close by, then the finished products might be available at that place at a cheaper price where as, if the some finished product is carried over a long distance, and is charged according to the distance covered, the price of the commodity may go up very high.

The Marathe Committee have gone into this problem, they said that sometimes we give concession or advantage of freight equalisation to commodities like iron, steel, cement or petroleum products, but if we calculate the transport component in their cost of production, that component is very small; so, only a pretext is made that because of the traffic problem, the prices are going up. In fact, this freight equalisation is nothing else but an indirect subsidy that is given. I think that, if subsidy is to be given, it is better that you give an open subsidy by the front door, rather than doing the same thing by the backdoor. This is as far as iron and steel, cement and petroleum products are concerned.

So far as fertilizer is concerned, which is utilized by the small man; the agriculturist, a slightly more liberal attitude can be taken, But that liberal view in regard to freight equalisation should not be taken in relation to commodities like iron and steel, cement and petroleum products. But, it could be done in relation to fertilizer for the agriculturists and also for foodgrains and those commodities which are used by the common consumer for mass consumption.

So those commodities which are used for mass consumption in their case if we find after proper analysis that the differential of prices in different regions arises because of the transport charges, we should see if in that case freight equalisation can be resorted to or not. In that case, of course, the public dis-

tribution system also has to be streamlined and adequately made powerful. That also will solve the problem. Therefore, in this respect I fully agree with the recommendation that has been made in the National Transport Policy document which says that we must phase out the existing freight equalisation. And if it is granted, the commodities of mass consumption, which deserve this particular concession of freight equalisation, their problem should be taken not of.

Then in regard to the problem of coordination, I would like to say that modes of transport should not harm each other, they must complement each other. To give you a simple instance, Sometimes there is conflict between the railway and the motor transport. Motor transport, particularly in the private sector, is demanding more and more national licences to carry commodities over large distances. They actually carry the commodities at high rate, as a result they lose. Therefore, we must also guard the interests of the Indian Railways and must not allow the railways suffer for the interest of the motor transport. At the same time I do not mean that we should harm the interest of the motor transport. Some sort of the althy balance has to be restored between the railway and the motor transport. We should also see as I said earlier, that the role between the two has to mutually complementary and not mutually destructive.

There is one more aspect to which I would like to make a reference. I have taken a lot of time of the House, but if we go through all aspects of the Report it will not be possible for us to do justice to all aspects. Therefore, I am making a reference to these in a cursory manner.

The last aspect to which I am making a reference is the general approach of the Government to various expert committee reports. Unfortunately the fact is that Governments may come and governments may go, but very often some of the most important documents that are prepared and also some of the best recommendations that are prepared by various expert committees, just lie in the

[Prof. Madhu Dandavate] shelf. I remember one occasion. When Shri Ashok Mehta, who happened to be a Member of Parliament, became a Minister, at that time some report was also prepared. And later when he became an ordinary Member, he asked what had happened to that report which was prepared when he was a Minister. Somebody said that report is lying in the godown and you also go to the godown and remain there.

PROF. N. G. RANGA : What about the Planning Commission.

PROF. MADHU DANDAVATE : Planning Commission is the best instance.

PROF. N. G. RANGA : They are supposed to study them,

PROF. MADHU DANDAVATE : Therefore, I would like to point out that a number of reports have been prepared. For instance for the freight equalisation Marathe Committee was appointed. This Report has taken cognisance of the various aspects of the problems and made recommendations, but even then the freight equalisation policy remains unchanged today. I give another instance. An expert committee for electrification was appointed. They have already made their recommendations, but still they remain unimplemented. Therefore, I would suggest all these expert committee reports, including the National Transport Policy Report, which has touched upon a number of aspects and has framed the basis for a proper and rational coordination between various modes of transport, should be taken note of properly.

During the last five years in every session I had been fighting for this report to be discussed. Ultimately, I think, my patience has won. I remained patient for the last five years in the House. Every time during zero hour I used to get up and ask the Speaker as to what happened to that report.

Ultimately the Speaker got fed up of me and seeing that for five years I have been demanding to know the fate of the Report

day before yesterday he said : Let us discuss it. They were in need of agenda today and I was also in need of discussion on this subject. I think both the interests came together and I am glad that discussion on this has ultimately taken place.

But I will request the Ministries concerned that after all this is a report, not prepared by any party, but prepared by certain experts. So they should take a non-partisan attitude and implement it in the best possible way in the interest of developing the infrastructure in the country.

SHRI G. L. DOGRA (Udhampur) : Madam, thank you for giving me this opportunity to speak. I agree with Prof. Dandavate that this report has been prepared after hard work by the study of the experts from different groups and their various recommendations have been made, but I differ with Prof. Dandavate with regard to the Government's automobile policy. Whereas Janata Government decided that the automobiles industry should cater only to the public transport, But the Congress Government changed the policy and in produced the small car as well he attributed it to Maruti.

He said that 'we feel sensitive'. I think he has some prejudice about it. There were small cars earlier also. Another licence was given and there were further licences given after that also, Now it has come in the public sector. I do not think he should have any prejudice about it now.

16.00 hrs.

Madam, I would like to say that this Report lacks in one respect. All Members of this Committee were probably from cities and developed areas. Bulk of the people in India live in the undeveloped areas. They should have suggested an integrated transport system for the whole country. People living in the mountainous areas, in the far-flung areas, in the cut-off areas, are bearing the burden of the development of the rest of the country, they are bearing the burden of the expenses of development. The price level goes up; the things are priced high

and they are bearing the burden. For whatever they are producing, they are not getting anything. Unless those areas are opened, you cannot have an integrated development. Here there is one difficulty, because constitutionally most of the things which have been recommended by them, fall in the jurisdiction of the state Governments. The Centre by itself cannot interfere in those things, but they must discuss the proposals with them. It has been pointed out that so far as the road transport system is concerned, the National Highway system constitutes six per cent of the total road system of the country and 25 per cent of the goods are transported on the National Highway. But we know that since the report was presented more roads in the state and rural sectors have been constructed, that six per cent must have come down further as there has been expansion of the roads in the States. There is too rapid expansion—and the development of rural roads, as you have pointed out, is a very important part of the development of the country and development of the economy of the country. This percentage must have gone down from six to something lower than that because National Highways are not expanding like that. The maintenances of the National Highways and other roads is very poor. But in the far-flung areas they are not opened. I went to Himachal Pradesh this time. I went some other places also. I went to even Orissa, I saw that the areas were not opened and unless you open an area, unless a road goes there, unless electricity goes there, development is not possible. We are thinking of computers, we are talking in terms of computers, but we are forgetting those people who are living in those far-flung areas. Unless we do something for them, it will be very difficult. I tell you, we are living on their ignorance because they do not understand the implications and intricacies of things. Whose burden are they bearing? It is our development, the burden of which they are bearing. What they produce gives them nothing; what we produce carries very high price. What has this Committee done? It has not touched this aspect. Professor Sahib has suggested certain things which are in contradiction with the recommendations. For example,

in respect of coastal shipping, they say that this is not very important. But as far as ports are concerned, they say that some of the ports which are congested should be further developed and in respect of some of them which are idle, some more traffic should be diverted towards them and some facilities should be created there. The wording used here is that 'it requires foresight and forward planning so far as port development is concerned'. Therefore, these are the things which should be considered.

I do not want to repeat all the things which Professor Sahib mentioned and with which I agree. About the Motor Vehicles Act they say that it is restrictive in nature. It should, be abolished or it needs to be modified. Rather it should be replaced by a new Act.

The Motor Vehicle Act of 1939 is of restrictive character and has lost its relevance. The procedure for natural permit is to be simplified and the issue of permit should also be expedited.

About the transport system, we must be able to conserve petroleum and petroleum products. They say that for two decades, it may not be possible for us to do much in this regard. But that should be our main aim, that is to conserve petroleum and its products. Because whatever we get from below the earth, we are exhausting the resources which could be available to the future generation. So, if we can substitute the petroleum resources with electricity, then it will be possible for us to save a lot of our precious foreign exchange and internal resources. So, electrification of railways is also important from that point of view. It will cost more as compared to diesel which has to be conserved but its consumption should be minimised so as to save foreign exchange resources. So far as electricity is concerned, we need not import and we can generate electricity from our natural resources, water resources. If we generate hydro electric power from waste resources, we would be generating from water which would be flowing to the sea. But in terms of diesel, the main consideration is to save it,

[G.L. Dogra]

There is one more important thing which the Committee has mentioned. They said that the railway services should be expanded and improved. Railway network needs to be carried everywhere. Railways should carry things, carry passengers and goods and services from far-flung areas. They say, passengers' traffic is developing much more rapidly than population growth the growth of our national income or per capita income. The number of passengers is increasing rapidly and we have to provide transport for them. The hon. Railway Minister has said that they are providing faster train services so that they will be carrying more passengers at quicker pace. They will be carrying more passengers with the same existing resources available.

But so far as the Railways are concerned, I think, they need more money and therefore the Committee recommends that they should be given money ungrudgingly. Unless we strengthen our railway system, unless we enlarge our railway system, unless railway system goes to the interior of the States; the benefit will not reach our people. We have started rail from Jammu to Udhampur. And the hon. Railway Minister is probably giving only one crore of rupees this year because he has no money. If we carry our railway to those areas, we will get the return immediately at a very high rate and in addition we will strengthen our defence system. That will give a confidence to the people in those areas. The main object as has been declared in this House is to carry the railways to the Kashmir valley. But with this system, I think, probably, it will take more than 20 generations to reach the valley. Therefore, these are the things which we have to consider seriously.

I do not want to take a very long time. I agree with Professor, Saheb's suggestion that there should be a body appointed by the Government to go through the reports, consider them to take follow-up action. Wherever necessary. The Government may not agree with all the recommendations. For instance, as far as freight equalisation is concerned, Professor Saheb has expressed the view with which I do not agree. I say, there

are poor people living in far flung areas. If you do not give them cheap transport how will you get foodgrains? How will they transport foodgrains from these areas if you do not give them cheap transport? How will they get it? They live on meagre and poor agriculture; they live on horticulture. Whatever they produce, they are not able to sell because of transport bottleneck. And you say that you do not want to give a little subsidy in the transport, in the railways. You want to raise the fare and freight.

This is very unfair. A trader can say so. But a Person who serves the people, who serves the common man, who serves the backward areas, cannot say so. As far as the freight equalisation is concerned, I congratulate the Government for ignoring the recommendation, whatever may have been recommended by the Committee. I want to ask the Government whether they keep the people belonging to backward areas on the Committee. If they do so, then I can appreciate it. But when the people coming from big cities make certain recommendations ignoring the bulk of the people, it is very unfair.

As regards other things which have been said, I agree. This aspect of the problem concerning transport system has been ignored. I have very humbly tried to put it as clearly and as forcefully as I could. There are various other modes of transport. It may be a pipeline; it may be a ropeway. But these modes of transport are not very common in our country. Some experiments are being made in this regard. In hilly areas, they will be of some of some use. I think, the Central Government should try to devote their attention to this aspect so that the backward areas which are their responsibility can be helped by these modes of transport.

I would again like to say that the people who are living in far-flung areas, in cut-off areas, who are our *santries*, who are guarding our frontiers, who are the people who face the enemy whenever the time comes, they are the most neglected people even from transport system point of view. Let the Central Government try to help those backward areas, let the

benefits of civilisation to go them and let them feel that they are also a part of a big system, they are a part of a big country and an enlightened world.

SHRI SOBHANEDREESWARA RAO (Vijaywada): Madam Chairman, I fully agree with the views expressed by Prof. Dandavate. In fact, it is very saddening to find that the Government of India has not taken serious consideration of the Report given by an expert body; they have kept it Pending for such a long time and they have shown no interest in taking any action on the recommendations or valuable suggestions made by the Pande Committee.

In fact, the transport system has to serve the needs of the economy of the country. The economic development of an area is linked with the development of a transport system connecting that area. Particularly it is so in the case of backward areas and the interior areas of the country. It is common knowledge that without a proper transport system, the rural people are exploited by the traders.

The farmers will get a lesser price for their agricultural produce and the prosperity of the rural areas is linked with the better transport system development.

In fact, instead of increasing or allocating more funds for the transport development, the allocations are being reduced. In the First, Second and Third Five Year Plans, the allocations were 23% but since the Fourth Five Year Plan, the allocations have been on the decline and ultimately in the Sixth Five Year Plan period, it was hardly 12% as a result of which unfortunately, out of 5,76,000 villages in this country, 4 lakh villages are even now left out to be connected with all-weather roads. 3,14,000 villages are left out without roads and those villages have to be connected with some type of road. Road development should be given top priority at least in the coming Budget Session.

Regarding passenger traffic, there is nearly three-fold increasing in regard to railway Passenger traffic over the last

26 years and freight traffic has increased nearly 14 times. While both Central as well as the State Government are collecting thousands of crores of rupees by way of Motor Vehicle tax and customs duties in one form or the other. . . . they are spending much for road development and only one-third is spent for road development. This is a very sad state of affairs.

I request the Government to collect large amounts through taxes and to spend that amount at least for the development of the roads and in particular, the rural roads because, when we examine from the point of view of providing employment, the road transport system gives better opportunities as for every lakh of rupees 27 persons get employment opportunities for road transport system whereas in railway system only 4 people get the employment. For long distance travel, railway system will be of much use and for short distance travel, road transport system will serve better. Prof. Madhu Dandavate has rightly said that they are not contradictory and, in fact, they are supplementary and the Government should take that point of view. In the road transport system, the example which has been set by Tamilnadu Government is more suitable. That is, some routes of travel are taken up by Government-owned transport organisations, and some routes are left out to private operators so that the RTC buses run by the State Governments, funds for which are provided by people, do not incur losses, they earn some profit or even if they do not earn profit, they at least do not incur any loss, they run on no-profit-no loss basis. So, such ways and means should be examined and implemented on a national scale.

Regarding national permit buses, many people are misusing the provisions of the present Act and they are doing regular business by carrying the passengers who have to travel by RTC buses; in their national tourist buses, instead of taking tourists from one place to another, they are taking the passengers who are supposed to travel by RTC buses, thereby causing losses to the RTC buses. Some provision should be made in the present Act in this regard: if a vehicle with a national permit

[Shri Sobhanadreeswara Rao] is used for carrying, not tourists, but ordinary passengers, it should be punished severely so that those people do not misuse the provisions of the Act.

Regarding air travel, I feel that something can be done to reduce the terrible traffic congestion, especially in the Bombay Airport. For example, from our State, Andhra Pradesh, people go to Gulf countries and other part of the world and they are all made to go via Bombay, and this causes a lot of congestion there. So, we suggest and request that the Government of India consider making Hyderabad Airport an international airport so that the congestion problem can be solved to some extent. Even goods like egg and meat are routed through Bombay Airport. In the process, only the business people who are in Bombay are getting more and more profits and not the actual producers or peasants or the small local people of our State. So, I request the Government to consider this suggestion sympathetically.

Regarding inland waterways, it is the cheapest mode of transport. Infact, in the olden days when Sir Arthur Carton developed the irrigation systems, he originally designed the canals so as to be suitable also for canal navigation. But now with addition of more acreage under the irrigation system, this purpose is not served. Unless the canal bunds are raised and strengthened, I fear, nothing much can be done. If the canal bunds are raised and strengthened, it will certainly help and it will ease the traffic congestion on our roads as well as railways.

Regarding seaports also, at present there is lot of congestion in major ports as a result of which we are paying several crores of rupees as demurrage and penalty for keeping the vessels waiting in the ports. For exporting our food-grains and other commodities to other countries and for receiving fertilisers and other commodities from other countries, I think, there is very necessity to improve the minor ports and reduce the overheads.

I have made all these suggestions for consideration. I request the Government to earnestly take up, at least now, consi-

deration of the report submitted by the Pande Committee and try to implement the very valuable suggestions made therein.

I think you, Madam, for giving me this opportunity to speak.

SHRI AMAL DATTA (Diamond Harbour) : Prof. Dandavate, while he was Minister, had got this committee appointed and, as he said, the committee gave its report within 2 years' time and it has taken the Parliament 5 years after that to discuss the report. Prof. Dandavate is obviously very pleased that this report is being discussed before the House. But, has he considered that it will take another 15 years to get it implemented? When the discussion itself takes 5 years to be held, implementation certainly will not take place within 15 years.

This committee was appointed for the purpose of suggesting what should be the . . .

PROF. MADHU DANDAVATE : Even if it is implemented, it will be a homage to us afterwards.

SHRI AMAL DATTA : This committee was appointed to suggest what should be the role of the different modes of transportation in India during the next 10 years or so. That is what it says in the terms of reference and of that 10 years 5 years have already gone and the data on which the committee gave its report is already outdated because it had to depend upon data mainly from 1977-78 or earlier to that naturally because the committee was appointed in 1978.

Now this is the type of things that this Government is habituated to doing. Anybody having a nodding acquaintance with the economic history development knows that transport development is one of the prime necessities of any kind of economic development. Not only that, transport development precedes economic development. It is always at a higher percentage rate than other types of economic activities. Even in India we have seen that during the first two

decades of the Plan period, that is the 1950s and 1960s, the development of transport has preceded the growth of economic activity in other spheres. It has been in fact double the rate of economic activity in other spheres. In the third decade it was the same and now it is lagging behind.

Now in this particular report which is under discussion a number of considerations and a number of points have been discussed about the various methods of transport including what my friends said about the role of rural roads and my friend from Telugu Desam quoted statistics that out of 575,000 villages in India, 400,000 villages do not have all weather roads and 300,000 villages have no roads at all. These are also out of that report. They considered this also. But all these factors cannot be gone into in a short discussion which has been very kindly allowed to-day. The main thing that Prof. Dandavate discussed and I would also emphasize is the role of the railways and the role of road traffic. Air traffic is very marginal and is meant for passenger traffic on the trunk routes. But the role of road and rail transport for the whole country has to be properly brought out— which part of the cargo will be moved by rail and which type of cargo will be moved by road, for what distances and what will be the freight charge, fare charge for passengers, etc.—these are the things which this report has gone into and they have very clearly brought out the considerations on the basis of which the policy has to be formulated. They have not given the concrete suggestions which can be immediately implemented. They have given the policy considerations which must be applied to the facts and to the data and then only concrete plans can be drawn up.

Now, the difficulty is—the Committee itself has pointed out—that there is today no data available for what goods are being moved from one region of India to another. Even no estimate is available as to what kind of goods movement will take place in future—say five, ten or twenty years hence—from one region of India to another. There is no methodology of prediction also. The reports say that the

Planning Commission has started a transport policy planning project. Very well. I do not know what is the outcome of that project. But it appears from the Sixth Plan document also that they are not able to predict what would be the nature of the movement of cargo and passengers between one region of India to another and, therefore, whatever this report as stated remains only in the realm of policy and no concrete schemes can be drawn up. But still certain guidelines have been given and keeping in view those guidelines the Railways can decide whether a particular line should be approved or not. Now, this report gives some guidelines which the railways are not following. They do not even know whether such guidelines exist. I know it for a fact because I had discussions with the previous Railway Minister and I found he had no idea whether such guidelines are there. He thought he was formulating his own guidelines. Railway line after railway line that was promised—not out of considerations of parochialism—but on consideration of opening up a backward area, those have been scuttled in the railway budget today, possibly on the plea that they do not give any economic return. That Committee report says for opening of such areas which have got a growth potential you do not look at the economic return but look at it as a social obligation on the part of the Government. The Ministry is required to take into consideration these guidelines which they have not done.

Similarly this report says that the inland water transport has been utterly neglected. Upto 1977 starting from 1951 in these twenty-six years only Rs. 34 crores had been spent on development of inland water transport. Now, whatever was there has just dis-appeared. If you go down from Calcutta to Sandheads which is about 80 nautical miles you will see not even 80 boats. I saw in this report that in 1875 there were 1,50,000 boats registered in Calcutta and another 80,000 boats registered at Hooghly and they were plying up and down the river. Today you will not find 80 boats. They have disappeared. And you do not find even mechanised boats there. In the report it has also been said that water transport is more efficient than land transport. The vast stretch of the river which is about 1 kilometer wide

[Shri Amal Datta]

is just lying idle. In 26 years they have spent only Rs. 34 crores. I do not know what has been done in the Sixth Plan. The allocation was there. Usually allocations are made but the money is not spent. If one goes there and sees the activity one assumes the money has been allocated to show that they are doing something but later on they give one excuse or another for not spending the money.

There is a lobby for road transport. As Prof. Madhu Dandavate has pointed out, there is a very good lobby for road transport who have been able to see to it that valuable cargo found its way out of the Railways. Today the Railways are carrying about 80 per cent of the low-freight yielding cargo. From 1960 they have followed a peculiar policy whereby the people who are shipping the high freight-yielding cargo or valuable cargo will not come to the Railways but will go to the Road transport, where they will charge less. These road carriers will take those high yielding cargo and Railways have been left only with the low freight-yielding cargo. So they cannot get much profit. Another point is this. Whatever profit they get goes to the Freight Equalisation. They have to bear social burden of the order of Rs. 400 crores as Prof. Madhu Dandavate has pointed out. That figure must have increased by this time. I don't know what this figure is, because internal subsidy is there. It helps Defence; it helps the Steel industry. But it should not be there. Whatever you want, you openly subsidise. Last year's Defence Budget could have been added by another Rs. 200 crores. Last year's Defence Budget which was of the order of Rs. 8,000 crores could have been increased by another Rs. 200 crores and it would not have mattered much. But there should not be that sort of hidden subsidy. Our coastal shipping has been totally neglected. The other day made an enquiry as to what is the cost of bringing salt from Tuticorin to Calcutta. I found that the cost is very high. They said, it is costly because the ships have to go back empty. I asked, why cannot you carry coal. They said, they cannot carry coal because the freight of coal by Rail is lower than by ship. Everybody knows that carrying by ship is always

cheaper than carrying by rail. Government has been following a policy of Freight Equalisation whereby they charge less than $\frac{1}{2}$ or $\frac{1}{3}$ of what it actually costs to carry the cargo of coal from Bengal to Bihar coalfields. Coal is carried over a distance of 1500 or 1800 kilometres by rail at subsidised price. Because of that, it cannot be carried by coastal vessels although actual cost of carriage by ship is lower. So, my point is that Coastal shipping in that respect has been scuttled. Inland Water Transport System is destroyed. So, what remains? It is only the Rail and the Road and the Rail Transport System gets only the low profit yielding cargo whereas the Road Transport System gets the prize cargo. So we find that the Railways cannot make profit. They have to bear the social burden, the cost of freight equalisation and so on. As a result of this what happens? Railway passengers have to pay more and the freight which has to be sent by rail has to be charged a high rate. This is what is happening and that is why the Railways cannot generate enough internal resources. We find that only 300 kilometres of railway lines have been built during the last 30 years. More lines have been closed during the last several years since Independence than have been built. So, this is the achievement of the Railways in India! No doubt more passengers are carried. The figure given just now shows an increase of four times of the number of passengers carried by Railways in 1977 compared to 1951- whereas road Transport System has carried more than ten times the number of passenger carried by them in 1951. Railway lines have not increase. Railways have not expanded.

(19)

There is one more example which I would like to give. Before the Sixth Five-year plan the Railways declared that they will acquire hundred thousand wagons.

The capacity of the wagon building industry was slightly lower than 100 thousand. They call it FWUS-Four Wheeler Units. They say that they will acquire 100 thousand wagons in the course of five years. These people have to increase their capacity. They had to increase their capa-

city to 120 thousand FWUs in the next five years' time. But in five years Railways could hardly acquire 50 thousand FWUs. So, they made them increase their capacity but they did not utilise the capacity and their capacity utilisation remained low. Instead of acquiring 10 thousand FWUs next-year they will acquire only five thousand capacity of FWUs. The Railways were acquiring Wagons at the rate of 10 thousand per year long ago. But that figure has been going down.

Now, do you have surfeit of wagons. But you don't know what is happening to them? We hear reports every day that coal does not reach the power station because the wagons have not reached the collieries. Coal is accumulating at the pit-heads. This is happening everywhere. But the Railways are cutting the purchase orders of wagons and ultimately the result would be that more industries will become sick and according to the Government's new policy, they would declare closure of the sick industries. Now, some of the industries manufacturing wagons are Government-owned by the Industries Department or owned by the Railways themselves. Before the present Government came to power, the previous Government at least did not try to close down the Government-owned undertakings. Now, the present Government has come with a new policy that they will close down the sick industries. That is the policy of the present Government. But I am saying that in transport there is no policy at all. There is no integration of different modes of transportation. They have not worked out any future requirements for the next five years, and ten years. Whereas in all other departments, they work out their requirements for next five or ten years, only in regard to the transport and Railways they go about in this *ad hoc* fashion and all the costs will be borne by the ordinary citizens.

SHRI CHINAMANI PANIGRAHI (Bhubaneswar) : Respected Madam, I am happy that the hon. Speaker has allowed this discussion on the National Transportation policy Committee Report. I was going through the report and the report has said that the share of transport in the total Plan Outlay which was 22.3%

in the first Plan and 23.5% in the Second Plan declined steeply to 12.1% in the Sixth Plan. Therefore, the important problem regarding the development of transport system in this country was not given full consideration in the Sixth Plan allocation. It was reduced from 23.5% to 12.1%. Therefore, what I will plead from the beginning, I have pleaded also in the previous Lok Sabhas—it that the transport should be included in the core sector of the Plan. The late Prime Minister Shrimati Indira Gandhi also indicated that the Railways and the transport should be included in the core sector of the Seventh Plan. I hope the Government of India should try and see that this is included in core sector so that more fund is allocated for the transport sector. This morning the Railway Budget was presented in the House. It was most unfortunate and I cannot say something more than this. But I think that those words could be used because the entire objective of the National Planning Policy and the Transport Policy is to see that the regional imbalances in the different regions are removed from Plan to Plan. What we find today is that in the budget the Talcher-Sambolpur Railway line which was given the topmost priority and money was allocated to the extent of Rs. 2 crore towards the end of 1984 has not found a place. Today we find that no mention of that railway line was made in the Railway Budget.

Secondly, out of 18 districts which have no railway connection in this country there are two districts in Orissa and they are mostly tribal districts. The late Prime Minister, Shrimati Indira Gandhi was kind enough to sanction a survey for the Khurda Road-Phulbani-Bolangir link. This would connect the coastal Orissa with the western Orissa. Though the money had been sanctioned in 1983, for the last three years, this survey has not progressed at all. I was expecting that at least some mention would be made about its progress in railway Budget.

There is another very important thing. If you have gone to Puri to see Lord Jagannath, Khurda Road to Puri is a distance of 41 kms and it a single track

[Shri Chintamani Panigrahi

About eight trains are moving on this line; so many passengers and pilgrims go to Puri. For the last many years I have been pressing for doubling this 41 kms of single track, but it has had no effect.

Then, there is so much of passenger traffic in the Puri-Palasa passenger train. But the passenger train on this line has been withdrawn. I am not able to appreciate why this train has been withdrawn. It should be restored immediately.

MR. CHAIRMAN: Why don't you come to the point. We are discussing the Report of the National Transport Policy Committee. It appears as if we are discussing the Railway Budget.

SHRI CHINTAMANI PANIGRAHI: Madam, the report says:

"In our view, the Indian railway network has remained static since independence and for a country of our size, with its population, vast potential, and anticipated growth of traffic its expansion is essential. New growth centres can be established and congestion removed from existing metropolitan cities and other growing cities only through a judicious expansion of the railway network. There is a need to expand the network, provide alternative corridors to busy saturated trunk routes and to develop areas rich in mineral and forest resources."

But from the Budget today, we find that 45 per cent of the allocation is going for development of major trunk routes. We have been mentioning these points every year; these must be looked into seriously.

Paradip was a major maritime port on the eastern India, and it needs to be developed further, but on the other hand, we find that it is almost dying. One dredger was purchased at a cost of Rs. 10 crores for this port; it got damaged. There was an accident, and it ran allround in 1980 and still remains inoperative. Consequently, the grounded dredger has been blocking the ships with large draft; the cargo ships of heavier draft find the harb-

our unsuitable. The port is having neither export import business. The port is also without a sand pump of its own after its Rs. 2.5 crore sand pump went out of order. These things need to be looked into seriously. We have invested crores of rupees on this major port, but it is dying and languishing. Why should the Government not give more money for this port? Recently, I am told, they have sanctioned Rs. 40 crores, but we do not know, what kind of programme they are going to implement to save the situation. The rail and road transport in Orissa needs very urgent attention.

Then, the river Mahanadi has 700 kms of navigable water, but this has not been made use of for inland water transport. The report has mentioned all about these things. Though the report has said that the inland water system in Orissa needs to be developed, it has not been developed all these years.

Paradeep in spite of being a major port is languishing, it is not being developed. Minor ports like Gopalpur etc. also need to be developed but they are not being developed. The Report has actually recommended the development of all these ports and I only request the Government that they should give more attention for the implementation of the recommendations of the Report. Orissa which is lagging behind in all respects should find its place and it should be allocated more money in the Seventh plan for all round development, of transport.

SHRI INDRAJIT GUPTA (Basirhat); I would just like to touch briefly on a few aspects of this question of National Transport Policy. This report is a very valuable report. But like many of its predecessors and successors, I think, it is being consigned to the pigeon holes or cold storage, whatever you like to call it, and most of the recommendations that you find in this report have not been implemented by the Government, whether it is the Central Government or the State Government, or the two of them having joint responsibility in some of these matters. The problems which are facing the

country in this respect are getting more and more acute.

Madam, you will forgive me if I speak with particular reference to some of the problems, as they affect my State and my part of the country, not because of any local or partisan outlook, but because I just got very limited time at my disposal.

About freight equalisation, there is a whole chapter in this report. Prof. Dandavate has spoken about it. I only wish to point out that this report itself has stated categorically that the original purpose of railway freight equalisation was to stimulate the dispersal of industries. But they have also admitted that this object has not been achieved and rather than helping the proper optimal dispersal of industries, it has actually added to the real transport costs.

Now for example in west Bengal, iron and steel which are available in our region, are covered by freight equalisation. So, that is an advantage enjoyed by the engineering industries located in other States at great distances, like Maharashtra and so on. But in the reverse process you find that Bengal does not grow any raw cotton. We have got textile industries and all the raw material, i. e. cotton has to be brought from cottongrowing areas. But it is not covered by freight equalisation. So, our textile industry suffers this disadvantage in competition with other older textile centres.

Similarly, consumer goods have also not been covered. We have to get all our sugar from outside. We do not grow any sugarcane. Even mustard oil, which is the normal cooking medium for most of the people in Bengal, strongly enough has to be brought from outside. Mustard oil seeds have to be brought from outside which are grown much more in Uttar Pradesh and other parts of the country.

Coal, I believe, is not actually covered by this freight equalisation, but there exists a system of telescopic rates, as a result of which, the consumers of coal (I am talking especially about industrial consumers) who are situated at a great distance from the coal fields are actually enjoying the

advantage of the telescopic rates. It is another form of freight equalisation, even if formally it may not be so.

I think that it is high time that the Government should make up its mind as to what to do with this freight equalisation which has been in force for some considerable time. The Committee has said, I quote —

“We endorse the view that freight equalisation in industrial commodities does not meet the desirable objective of dispersal of economic activity, but can lead to non-optimal location of industries. We therefore recommend that it should be phased out.”

So, I strongly plead that this recommendation of the Committee should be taken seriously.

They had spoken about phasing out, 4 or 5 years ago. I think it is high time that this equalization policy was given up. It is working to the advantage of some States, but it is working against the interests of other States. Therefore, it becomes an issue, not of harmonious reconciliation of interests, but it becomes an issue of controversy and dispute, and adds to inter-State tension and disputes.

Then, Madam, I would like to say something about the Calcutta Port, with which the hon. Minister of Shipping and Transports is very much concerned. This Report has spoken about the fact that most of our inland waterways are facing very serious hazards; that is to say, hazards of shallow water, erosion of the banks of the rivers and so on. But of all the inland waterways, the one which is never described as an inland waterway—because it happens to be one of the major rivers of this country—is the Ganga when it reaches the Gangetic delta when it becomes known more familiarly as the river Hooghly. Everybody knows that for years we are grappling with this problem, viz. that unless something is done to improve the navigability of that river, the Calcutta Port is dwindling, is shrinking and it can no longer receive large vessels as it used to, at one time. And this is all due to the

[Seri Inderfit Gupta]

siltation of the river, for which Government has spent a considerable amount of money constructing the Farakka Barrage, in the hope that we would get an extra flow of water from the Ganga diverted through the Farakka Barrage, which would flush out the accumulated silt from the Hooghly river, and thus permit navigability to be increased. But I regret to say that this is not happening at all.

I think the State Government only a couple of weeks ago has drawn the attention of the Centre to the fact that despite the fact that under the agreement between India and Bangladesh we are supposed to receive 40,000 cusecs of additional water through Farakka — that is the minimum which has been judged by water experts to be the required amount for flushing out the silt from the river—in addition to dredging, of course and dredging has also to go on—instead of 40,000 cusecs, we receive for example in January, 18,000 cusecs and in February 12,000 cusecs of water. The condition of the river is deteriorating all the time; and the future of Calcutta Port itself, which serves a huge hinterland and on which depends the employment not only of the people of my State but of lakhs of people belonging to other States who are located in area that for their own business trade employment and so on—all that future is at stake. So I suggest that the stretch of the Hooghly river from the seamount i.e. from what is known as sand-heads right upto the two ports viz. Haldia and Calcutta should be treated as a national water-way. Just as we have the national highway, there is no reason why this should not be considered as a national water-way. This is the only river port, the major port in our country. The other ports are all situated on the sea-coast. This is the only major port which is situated at a considerable distance from the seamount; and it is an important major port on which much of the commercial and industrial activity of this country depends. And the Government knows very well that conditions are deteriorating every day, and unless that river is properly de-silted, and unless it is properly trained also—training works on the various tributaries of Hooghly have been given up long ago—I think in a few years' time we will find that the Calcutta

Port has died a natural death. So, I wish to draw your attention to this: this National Transport Policy Committee's report has emphasized the fact that when you are undertaking modernisation measures in these ports, at present, the single biggest item of modernization that one finds is the introduction of containerization. Well, I suppose that with the progress of modern technology and all that, one cannot go on saying that containers should not be allowed in our country, because they are going to displace human labour.

So, there is a big argument about it because we cannot compare our country with its huge volume of mass unemployment with other highly developed countries of the West. However, this report has pointed out that whenever measures of modernisation are introduced in the port, the labour there must be consulted at every stage. I am not quoting at the moment. The paragraph is here. They said very clearly that without consultation with labour, these new methods of containerisation and other technological innovations should not be introduced because there is likely to be a great deal of displacement of people leading to friction and so on. This is already happening in Calcutta Port. I do not want to go into details because of lack of time. The number of workers has already been reduced substantially and I believe with the extension of containerisation, nobody tell us what would be their own projection; we are supposed to be taken into confidence; but, nobody tells us what are their actual projections in the next five or 10 years, as to how much labour will be displaced and what will happen to that labour in case this containerisation becomes the rule of the day.

As far as shipping goes, I have not much to say, but I just point out that there was some talk at one time, I remember of the government stepping into it to bring legislation, if necessary, to fix some kind of minimum level of cargo which would be available, reserved for Indian shipping. I do not know what has happened to that. The Indian shippers, I know, were very keen on that. By shippers I mean the shipping line. But, at a present, the total share of traffic carried by Indian shipping as compared with non-

Indian shipping or world shipping is declining all the time ; it is not going up at all ; and I do not refer only to Calcutta. This is the general picture in all the Indian ports and we are constantly told that the foreign shipping lines are offering attractive terms to the shipping and so on and, therefore, they prefer to patronise those shipping lines rather than our own. As far as I know, the attractive terms so-called, which are being offered are only some kind of a discount in freight rate which is done under the table ; and apart from that, I think government should definitely step in and take some concrete measures to see that Indian shipping is protected in the sense that there must be minimum amount of cargo reserved for Indian shippers ; that is not being done.

On the question of roads and bridges, Prof. Dandavate was pointing a picture very vividly as to what would happen if during a war damage is done to a particular form of transport in an area, if there is no alternative form of transport available, there would be absolutely a chaos. I must mention the fact that after all these years and years, these twin cities of Calcutta and Howrah are still connected by only one bridge and the eastern railway terminal is located on the Howrah side and the rest of the City of Calcutta is on the other side and connecting two is one single bridge. I think many members in this House have occasions to visit Calcutta occasionally for various purposes ; they have travelled across that bridge. Missing of planes and missing of trains is the least part of the trouble that is caused by the tremendous congestion on this single bridge. I also wonder what would happen if anything happens to that bridge any day. Suppose something happens ; some damage is done to that bridge and it has to be closed for some time ; if it becomes unuseable, we have not yet got the second bridge to fall back. The second Hooghly Bridge which is hanging fire for so many years is making no progress at all. On two banks of the river, some infrastructure has been built, some approach road has been built and so on. But, as far as the river itself is concerned, we do not find a single span of the bridge coming up even now.

I am sure, the Minister who has travel-

led extensively, knows that in practically all the cities of the world which are situated on rivers or which have been divided by a river in between, there are at least 12-15 bridges across that river at different parts of the city. But Calcutta City has got one bridge and if anything happens, God forbids, to that bridge, then there will be utter dislocation and chaos.

Between Howrah and Calcutta with the railway track on the one side and the airport on the other side there will be no link left at all. Therefore, it is necessary for the government to take very seriously and lightly the question of completing or going ahead with the second bridge. We do not know the position. We just read now and then that funds have been allotted and all that but the work does not seem to progress at all.

SHRI AMAL DATTA : Funds have not been allotted.

SHRI INDRAJIT GUPTA : I do not think that funds were a problem at all. The foreign consultants who were given this job in the beginning they wasted time quarrelling about what type of bridge should it be high level bridge, or low level bridge or cantilever bridge, and that was the reason for the delay. On this rests the future of the city and the transport problem.

Now, coming to roads, I have one final word to say about roads. This report has said quite a lot about roads, Right here at page 169 you will find that they have commented :

“The development of rural roads received encouragement during the Fifth Plan period as a part of the Minimum Needs Programme, with the object of linking of all villages having a population of 1,500 and above with an all-weather road”.

If this, was the encouragement given in the Fifth Plan period, to link it up with the Minimum Needs Programme, we are now in the Seventh Plan and the position must be better.

I think the Minister would like to mention about the 20-Point Programme also.

[Shri Inderjit Gupta]

For election campaign when we go to our constituencies, where rural constituencies are there we find that—I do not know about Punjab and I cannot speak about Haryana also they may be better off—the position in respect of rural roads in my State or in the Eastern region is a single issue of discontent and dissatisfaction of our rural people. The condition of our rural roads has to be seen,—they are not all weather roads at all. They are all fair weather roads. That at least is the position in my part of the country. In the monsoons they are not negotiable at all. The total cost in terms of money and the time which will be required to convert these rural roads into all-weather roads or to connect them with the main highway would be prohibitive. But this report has suggested some really good alternatives. They have suggested supplementary sources of finance. They have suggested other possibilities of cost reduction in this matter of improving rural roads on which the vast majority of the people of our country depend.

I know that in my constituency, during rainy season, if patients or sick people have to be taken to a hospital or rural health centre, first of all they have to be carried by three or four people on their shoulders because it is impossible for anybody to negotiate those roads, because, they are all full of water—knee-deep in slush some time—for you to reach the metal roads. Then they will have to be taken to the rural health centre which may be several kilometres away. We have been doing quite a lot for rural development, but as far as roads are concerned, the situation really is absolutely deplorable even now.

And the other thing I would like to say is that there are some border areas. I do not mean orders which are necessarily, or potentially very hostile or explosive. Those borders are looked after by the Border Roads Organisation generally. I am speaking for example about my constituency which lies along the centre border of Bangladesh. In many places there are no roads at all. You have to move by boats in rivers.

It has to criss-cross so many rivers and narrower channels of water. On this border

i.e. 24 Parganas district on our side and Khulna and Jessore districts of Bangladesh on the other side. there is a total lack of any kind of decent roads or bridges. We may not be apprehending, at the moment, any trouble with our neighbour on that side as we may be facing on the western border, for example. But what is happening is that there is a tremendous increase in criminal activities. Armed dacoits and armed criminal miscreants come across from the other side and commit crimes on our border, terrorise the people, commit dacoities and then run away crossing the river. This whole area is patrolled by the BSF. The BSF here is supposed to be having mobile patrol not only on land but on the rivers also. But the people of this area have lost all confidence in the BSF which goes on saying that they cannot apprehend these people coming across because, they say, the condition of the roads is so bad that their patrols cannot move about. I am saying that this is not a question of defence in the military sense, but certainly both for the convenience of the people living in these areas as well as to give them some security from this kind of trans-border criminal activities, at least the roads in this area and should be built at places where bridges should be constructed but there are no bridges, these should be constructed. This should be looked into very thoroughly by the Government and if necessary, the cooperation of the State Government will also be available. But they should together do something in this matter, because the condition is so bad that the people are completely fed up.

Finally, I will say that it is all a question of priority. I understand that. The Planning Commission itself should be concerned with this whole general problem of transport policy because so many Ministries are involved. So, we will hear as, of course we were hearing this morning from the Railway Minister also, that it is all a question of financial constraints, scarcity of resources and all that. Obviously, that means that in that case you have to decide on priorities. I am not saying anything about the railways because we are going to have extensive discussion on the Grants for Railways and all that. But as far as major ports of the country, taming of rivers, ship-

ping and roads especially rural roads, are concerned, all these different aspects and sectors of this transport question have to be taken up in an integrated way with, of course, necessary priorities. But the Government should come forward with some well-thought-out plan and tell us how they propose to move, because in the Seventh Five Year Plan, we expect, in this respect also some targets will be fixed and we will be told how they are going to be attained.

Finally, I would like to remind the Railway Minister that it is high time that freight equalisation policy is now done away with. It has not served the purpose for which it was introduced. The Committee has said so clearly. Five years ago, they have recommended that this policy should be phased out. Now, five years have passed but that policy is still continuing. It is not helping the dispersal of industry. But it is certainly helping the interests of some States and harming perhaps, some other States. That is not a good thing in the prevailing atmosphere of the country. It is better that this freight equalisation policy is abolished forthwith.

[Translation]

SHRI LALIT MAKEN (South Delhi) : Mr. Deputy Speaker, sir, transport is a very important subject today in our country. I think National Transport Policy is of great importance and, especially, road transport and railways are of vital importance.

This report refers to national highways and road development. According to the present information, about 32 thousand kilometres of roads have been constructed in the country as national highways.

There has been a persistent demand that more and more national highways should be constructed, but the demand could not be met due to pendency of funds. I am of the view that there should be more and more national highways to facilitate development of the country. The Planning Commission should allocate more funds for the cons-

truction of national highways to accelerate the pace of development. At the same time, I support the suggestion made in the report, that instead of constructing new national highways, what is needed is that the national highways already constructed should be properly maintained. The construction of roads in started and stones rubble etc. are laid and thereafter for 5 to 10 years no further work is done. Therefore, instead of constructing new roads, priority should be given to proper maintenance of national highways already constructed. Besides, the highways should be linked with state capitals and backway areas. In this way, the backward areas and remote villages in the States will be linked with state highways. Pendency of funds is the hindrance in the construction of these state highways and for this my suggestion is that public sector undertakings and other institutions, with whom crores of rupees are lying unused may be asked to construct roads, national highways, state highways and the amount so spent can be recovered by levying toll tax. When the money is fully recovered the money released as toll tax thereafter may be made use of for the construction etc. of roads. In this way millions of rupees lying with the public sector will be put to proper use, national highways will be constructed leading to development of the country.

I want to say one thing specifically, to which a little attention has been paid. I would like to speak about the transport facilities in metropolitan cities. The problem of metropolitan cities is of different nature. That there are no transport facilities there; transport facilities are there in big cities. The biggest problem, which might aggravate with the passage of time, whether it is Delhi, Bombay, Madras or Calcutta, is the pace at which the traffic is increasing in all the metropolitan cities, and after ten years it will not be possible to drive a vehicle, or to walk on the roads. Therefore, what is needed is that we should plan for the next 20 to 30 years.

So far as Delhi is concerned, it is compared with Bombay and it is said that whereas the people of Bombay have traffic sense, Delhites do not have such sense. Delhi's Traffic problem is a different one

[Shri Lalit Maken]

The people of Delhi makes maximum use of road transport and do not travel by trains unlike Bombay. In Delhi, there were 500 linses 30 years ago and now there are 660 buses.]

PROF. MADHU DANDAVATE ; Whatever is said about Delhi relates to rural areas of Delhi.

SHRI LALIT MAKEN : It is said about Delhites that they do not have traffic sense. It is a big problem and I am speaking from that point of view.

One thing to which I would like to draw the attention of the House is the speed at which traffic is increasing in Delhi. It will be difficult after ten years to drive buses on the roads. Some hon. members have suggested that for smaller distance, road transport should be made use of whereas for long distance, trains should be used. I think this formula cannot be applied to the metropolitan cities because as I have already stated, in Delhi and other big cities the problem of transport and increased traffic cannot be solved through buses alone. I would like to suggest that in all the metropolitan cities there is need to plan for the next 20 or 30 years and when the construction of new flyovers and widening of roads is undertaken this fact should be born in mind. The roads should not be widened by two or three feet just to cope with the traffic for next one or two years but we should try to visualise the situation after, say 20 or 30 years and plan accordingly. In big cities large scale encroachments on roads have been made by constructing Jhuggis and hops and therefore, I request the Government to enact stringent laws regarding trunk roads on which buses ply and enforce them strictly and there should be no compromise in this regard. The encroachments on roads, wherever they exist, should be removed so that there is smooth flow of traffic. About Delhi I would like to say that Ring Railway was introduced to ease the traffic in the city. But it is lying mostly unused. But one happens to travel by Ring railway, one will hardly find fifty or hundred people travelling there in. The reason is that the Ring Rail-

way in Delhi covers a small area and it stops at Stations meant for loading and unloading goods and people at large can not make use of them.

As Mr. Madhu Dandavate has said there is need for electrification and instead of using diesel and petrol we should use more of electricity. But at the same time I would like to suggest that if we do not take to other means of transport, apart from road transport, in the metropolitan cities, then, say after ten, fifteen or twenty years, the situation in these cities will worsen. My suggestion is that we should run electric trolley buses. We should not only be satisfied with the electrification of trains but ply electric trolley buses, trams and tube railway in the cities. It might appear to be a dream but we have to undertake perspective planning. I feel that we are discussing this report after five years and therefore, it has become obsolete. Our aim should be to plan for the coming twenty, thirty or forty years. We should keep that in our mind. I would like to submit that there should be provision for electric trolley buses, tube railway and mono rail, as are being run in foreign countries.

There was also a discussion about pollution in Delhi. Now the Government is stressing the need to check pollution. For this, it becomes all the more necessary that there is more of electrification. The number of diesel and petrol operated vehicles should be minimised and there should be greater stress on vehicles run with electricity. Recently, we saw a few vehicles on Delhi roads which are battery operated. The Government should pay attention to this fact and use battery-operated vehicles in metropolitan cities and in Delhi, so that world-wide diesel and petrol crisis and also the pollution problem are operated. It will also reduce the noise pollution. This will be useful from all points of view. Apart from term, the committee has suggested in its report the constitution of a single authority. Whether this is possible or not, I do not want to go into this controversy. The attention being paid to the road transport is evident from the fact

that in big cities it is being run by small municipalities. I would like to say that there should be some kind of uniformity in the road transport system: The DTC employees in Delhi have different pay scales as compared to others. Some get industrial DA, Other get Central DA. some are covered under the Pay Commission, others are not. Road transport should, at least, be controlled and coordinated by the Central Transport Ministry. If it is not possible to cover the entire country and each and every town or village, at least in the metropolitan cities, where small municipal Committees run the transport and due to lack of funds cannot run it, efficiently road transport should be brought under the control and supervision of the transport Ministry. There should be uniformity. The fares structure should be uniform all over. The pay scales, dearness allowance and other facilities should be allowance and other gestion is accepted, then we can provide useful transport facility everywhere, with these words I conclude.

[English]

SHRI K. P. UNNIKRISHNAN (Badagara) : Mr. Deputy-Speaker, Sir the House should be grateful to the Hon. Speaker for permitting this discussion on the Report of the National Transport policy Committee and also to Prof. Madhu Dandavate for insisting on this discussion. I wish this credit had gone to my friend Shri Madhavro or Ansari Saheb. But it is unfortunate that for the last five years in spite of the repeated requests—the House did not get an opportunity to discuss this vital document. This was very important because the problems have aggravated even after the report that was submitted. These problems, I dare say, are closely inter-linked with our own development goals and priorities and the problems of our basic infrastructure. It impinges upon the very growth and progress of our national economy. The appointment of this Committee itself was a significant landmark and I must congratulate Prof. Madhu Dandavate for taking this initiative when he was in the treasury benches.

There has been debate among the economists about the importance of social

overheads and about the importance of comparative improvements of transport and so on, but the way the transport system has developed, particularly the railway system, has not been in keeping with the economic needs of the country. I know you have been teaching the students about the development of transport system. The political approach was basically different and it had to be different. It developed in a hazard manner because it was geared towards control of the vast territory of the sub-continent.

SHRI AMAL DATTA (Diamond Harbour) : It developed in a very systematic manner to benefit them.

SHRI K. P. UNNIKRISHNAN : Yes, but I am talking in terms of the economic development of the sub-continent. So, the ports and railways developed and there is a graphic account of this development in our great leader, Dadabhai Nauroji's book where he developed the 'drain theory'. He described how the British imperialism had been draining off the resources and taking away the bloodstrem of the Indian masses. In his book called pverty and British rule in India he examined long back this question of successive drains. During the national liberation struggle, when there was a national planning committee with which Prof. Ranga and other distinguished persons were associated with Subhash Chandra Bose and Jawharlal Nehru, all these problems were focussed. Later on, even when we began the Planning process itself, many of these problems were focussed properly. We had a set of problems with the structure of the railways and with the Sterling companies which we had taken over later on. So, after Independence our priorities had to change and it did change, but somehow we did not give enough attention to this crucial area. You will forgive me for saying so. It is vital not only for national security and rapid economic development, but also for our national integration. So, the approach to the transport policy or development of the railway system network or highways and ports and so on should not be viewed in isolation. It should not be viewed only as a mode for improving our transport system, but also in the overall national

[K. P. Unnikrishnan]

interest for promoting national integration.

Therefore, when we talk about some of these things, it is important in terms of our very existence as a nation, it is not only that we are discussing about airports, sea ports and National Highways and coastal shipping or inland waterways system and so on, but the very existence of this nation itself. That is why it is a very welcome measure and this Report received national acclaim. In the First Plan period there was an investment of Rs. 434 crores, but that is, if I remember, about 20 per cent or so, whereas in the Sixth Plan, although the outlay is Rs. 8620 crores, percentwise it has come down to 12 per cent. From 22 per cent or 23 per cent it has been cut almost half in the Sixth Plan period. I do not remember the figures of the Seventh Plan estimates. Therefore, as I said, it should not be looked at from the point of view of the movement of goods and people which is important but from the point of view of our very existence as a nation.

There were about 1000 kilometres of route length of railway system. After Independence we have been able to achieve only an expansion of about 6000 kilometres. And, Sir, when we have our entire planning process, the social aim was to destroy the regional imbalances of the system. I cannot say the same thing that in the development of railways or transport system this has happened. Particularly, take the State from where I come, Kerala, which has the highest passenger density. I am sure Shri Madhavrao will not deny that, but I can also say that we are not casting any aspersions on friends elsewhere, but we also buy tickets. Ticketless travel is the least in Kerala.

SHRI PRIYARANJAN DAS MUNSHI (Howrah) :

(Interruption)

SHRI K. P. UNNIKISHNAN : Yes, therefore, it is almost at nil level. But it is only one-third of the national average in route length and in spite of our repeated efforts through the State Governments

and Members of Parliament and various other agencies—and you know, we are also known for our mobility. I am not talking about political mobility I am if talking about mobility—if you go and see there you will find that twenty four hours people are on the move in that State. But what are the priorities, as for example, of railway traction? Power is the most abundant, it is the cheapest in the State and here is mobile State where people are demanding more and more trains moving straight criss-cross and people are arriving in thousands all the time from the Gulf countries and various other countries where they have gone in search of their livelihood. But in spite of that there has not even been a policy for electric traction has not even been considered, which should have provided the cheapest mode of transport in Kerala length-wise. Similarly, vital links like Mysore-Telecherry, Madurai-Bodinaikanur or even the pilgrim line which was promised by Shri Kamalapati Tripathi, like Guruvayo—these have not been taken up. Therefore, by any investment criteria some of these lines would have got priority, but the Railway Board strangely enough has other priorities. Similarly, I am happy that the question has been raised, and there was a mention in today's Budget speech by the Railway Minister on the Bombay-Mangalore line. This is one of the most, I would say, key, arterial lines and it was a deliberate policy of the British not to have constructed these lines along the west coast. It not only benefits the coastal States of Maharashtra, Goa, Karanataka and Kerala . . .

PROF. MADHU DANDAVATE : Even the Britishers were afraid of our constituencies.

SHRI K. P. UNNIKISHNAN : Sir, it is the biggest missing link in the entire railway system. Therefore, the Committee was right when it said—you may permit me to quote :

“It is in this context that there is an urgent need for developing alternative routes on which traffic can be diverted, reducing leads and consequently total transportation effort. The saving in energy

as a result of reduced transportation effort is of great value to the economy in the context of energy shortages. There is for example a missing link between Bombay and Mangalore. Traversing the potentially rich west coast areas this link will reduce lead on the north south traffic by about 600 to 1000 kms and considerably relieve congestion on the Grand Trunk and Bombay—Madras routes.”

Sir, I do not want to quote more. The Committee goes on. This should have got topmost priority. But unfortunately some have had a kind of wrong consideration. I mean, I do not want to mention names—this is Mr Dandavate's project, this is Mr T. A. Pai's project and so on because some of them happened to be coming from those areas. This is a very unfortunate approach to take. And I am happy that the Railway Minister today mentioned it. But mention is not enough. It has to be carried forward on a gigantic way and construction of line has to be done on a time-bound programme and I can also assure you that I know finance for this line would be forthcoming if the Government of India is serious. I do not want to go into the details of that.

Therefore, the question of expansion and priorities is very important. Sir, Railways have another importance of its own. It is a very energy efficient mode of transport and in the present context of economic development and phase of economic development, priority has to be given for railway development.

Sir, now you would permit me to make some references to other transport mode as well. Sir, the national highway system is only about 5 to 6% of the total route length, although it carries 1/3rd of the transport. Now I am told that it is 40%. I read the other day that it was more than 40%. When the report came it was 30%. Earlier, it was 25%. Therefore, the development of this highway network has not been commensurate with the traffic that it is now handling. It is also partly the result of the failure of

the railway administration. It is because certain commodities which were being moved by the railway system are not moving now and they have taken alternative route and have put a burden on the national highway system and the road network system. Therefore, Sir, it is important that this grossly inadequate national highway system should be developed and things like Express Highways and double laning should be taken up immediately on a priority basis. Sir, here, I want to say something again—if you permit me—something about some of us who have come from the coastal States. You cannot have a maintenance criteria of national highways on a uniform basis. Where you have 5 times the rainfall in coastal districts, particularly in Kerala, Karnataka, Konoan area of Maharashtra and also coastal area of A.P., you cannot impose a uniform pattern of maintenance criteria. This resulting in huge losses in the in the State where we cannot maintain them and you know whatever we give, it is devoured so that national highway expansion work cannot be taken up. This was our experience in Kerala whether it is national highway No. 17 or 47 or 47A and some of these areas, as I have said, have been neglected in terms of national highway development. Certain important roads like Bombay-Mysore-Calicut which have been recommended for long have not been taken up for expansion in the national highways.

I may also be permitted to point out that today we have the highest *per capita* ownership of automobiles in Kerala. The roads are cluttered with automobiles, may be as a result of the Gulf boom, and therefore, it is very important that urgent attention is given to our road system.

Similarly, I want to say something about the national permit system. I must here pay a tribute to late Shri Sanjay Gandhi who was primarily responsible for introducing the national permit system because at that time I happened to be one of the authors in a committee on the first 20-point programme and the only one point on which he emphasized and he wanted it to be included in the 20-point programme was the national Permit

[K. P. Unnikrishnan]

system, I do not know why the Railway authorities should question it. The Railway authorities have started questioning the desirability of having the national permit system itself. Your putting a restraint on the national permit system has resulted in racketeering and corruption in the system itself. I do not know how we are going to carry all our traffic or movement of people. Today I know about the movement of people in the south Indian States, the movement of people from state to state, the inter-State movement of pilgrims, tourists and so on, and, particularly, the movement of people in the so-called video-coaches has developed so rapidly that the only thing that is preventing it from developing further which is the demand of the people is the absence of free distribution of a legitimate number of national permits. Therefore, I do not accept the objections raised by the Railway authorities in regard to the national permit system.

There has been an argument that some States are losing revenue. Why can't you then have a pooling of the revenue of three or four States in a zone? After all, primarily, this kind of transport is limited to a zone. Therefore, it is very important that we pay urgent attention to this matter.

Similarly, I want to draw the attention of the House to a problem of bullock carts which is the most important thing in the transport structure of our country where there are more than 30 million bullock-carts. Frankly, I did not realise it till my friends, Prof. Ramaswamy, who has been doing a lot of work in the Institute of Management at Bangalore drew my attention to it. There are more than 30 million bullock-carts in this country and that means more than 30 million families are dependent on this mode of transport. Now, 85 to 90 per cent of these bullock-carts do not have even tyres which any sensible transport policy and system would have provided. This is destroying our roads, our assets in turn. In theory at least we say that we are wedded as Prof. Dandavate reminds us to a Gandhian philosophy; we are wedded to *Ahimsa*. But the basic thing is to prevent cruelty to animals. The ques-

tion is whether you look at it from the point of view of a sensible national transport policy affecting the most important and vital transport instrument or whether you look at it from the point of view of *Ahimsa*. There is an immediate need of paying attention to the renovation of bullock system which will be the most cost efficient system by introducing even tyres and improving the design of the bullock-cart itself.

I would like to refer to a few other matters. There is also the problem of road safety. I would like to say something about the air transport also.

In the Soviet Union, you will find that more the distance you travel, not only telescopic rates are in operation but cheaper rates. I was told that it is one of the means by which Republics have been encouraged to come together. Here my friends Shafi Qureshi came and abolished the telescopic rates and today it is in computer under a different point to point basis.

PROF. MADHU DANDAVATE: He introduced microscopic rates;

SHRI K.P. UNNIKRIISHNAN: Therefore, it is very important that if a man from North-East has to come to Kerala from Kashmir to Kanyakumari or from East coast to West Coast and if he wants to use the modality of air transport system, he has to be encouraged to do so and the only way of doing it is by providing telescopic rate and also a special rate.

In my State, the migration of half a million people—it is very important as nobody can be shut out—demands new airports and airport facilities in the State of Kerala.

The Calicut airport was promised in the year of a grace of 1950 by Shri Rafi Ahmed Kidwai in this House. In 1980, we were told that it will be ready by 1983-84.

We are now 1985, and we are told that it will be ready by 1988?

Is this the way to approach the problems of a State which contributes thousands of crores of rupees every year by remittances of people by sweat and toil?

Therefore, through you I would request the hon. Minister concerned to pay emergent attention to this problem and see that the construction work of the Calicut airport is speeded up.

I conclude by saying that there can be only an integrated transport policy. While each of these problems can be solved in their respective ways, there has to be an integrated approach within the Government itself. In spite of the Transport Division of the Planning Commission, there has not been enough coordination within the Government itself. In spite of the Transport Division of the Planning Commission, there has not been enough coordination within the Government and that has been a grave lacuna to which the Committee itself has invited your attention.

Similarly, we must improve our coastal shipping facilities for movement of bulk commodities and also introduce new systems of hydrofoils and so on in the coastal areas as well as in the development of navigable waterways.

SHRI PRIYA RANJAN DAS MUNSHI (Howrah): Mr. Deputy Speaker, Since the beginning of the debate, I have been hearing that after five years of struggle Prof. Madhu Dandavate has been able to get this matter discussed today. While I appreciate his efforts, I would like to remind him since he is a shrewd parliamentarian that this is not a point to accuse the Government in this matter in the sense that in Parliament, many more committees' recommendations do come and many more suggestions will be given but hardly there is any scope to debate all those recommendations and all those committees' reports and that is the usual closed practice not only in India but in the House of Commons also.

I was just calculating how many reports do appear in a year in Parliament based on recommendations. And it is the task of the Committee to go into the merit of

those recommendations. Prof. Madhu Dandavate might be scoring a point in the sense that while recommendations do come from a parliamentary committee, even they cannot be discussed in the House because Members of Parliament are involved. But when recommendations come from a Committee, Members of Parliament do not participate, there is much scope for the House to discuss and debate it and possibly from that point of view, Prof. Madhu Dandavate has referred this matter and that is why it has not been discussed for the last many years.

In 1978, the matter was referred to the Committee. Under the supervision of the Planning Commission, the report was made in 1980 and the action taken proposals and the recommendations were published in a book in 1982. It was made clear in that book which were the recommendations accepted by the Government in principle and which were the recommendations which could be accepted and which recommendations have not been considered. I would have been extremely happy if Prof. Madhu Dandavate would have referred at least these points to the credit of the Government.

Prof. Madhu Dandavate could have examined the document in the sense that the whole object of the Committee was to provide guidelines and counsel for inclusion of proposals in the the Sixth Plan which is about to be ended and he could have also enquired as to which were the proposals which had already been implemented within the Sixth Plan period or about to be implemented.

The Opposition Members have very intelligently ignored or deliberately avoided one aspect. They have put the whole burden on the Central Government. But if you see the whole thing, you will find that most of the things, if we really mean business; are to be dealt with by the State Governments. For example, if I want a new railway line or expand a railway line, first the land has to be acquired by the State Government. And it has been seen that money has been deposited, but in spite of that, there

[Shri Priya Ranjan Das Munshi]

was delay on the part of the State authorities in getting the land. I am not talking of West Bengal, but I am speaking generally.

Now I will confine myself to development of roads which is the most the important thing. In the case of district roads, who is the executive agency? It is not even the State Government. It is the local self-governing units, Zila Parishads and Panchayats which are concerned with rural people. A brahmin village pradhan of a Brahmin dominated village, takes care of his village discriminating against Harijans, and the pradhan of the particular political party dominating that particular village takes care of the interests of that Party-zone. There is this discrimination. I can substantiate with documents to prof. Madhu Dandavate and other Members how this has happened in the last few years in our country. In the last few years, in every matter we have been only politicking without taking care of the totality of the problem.

Who is the executive agency in respect of State highways? The State PWD. I may refer Mr. Amal Datta to one point here. The PWD Minister of their Government has stated that the funds for developing roads had been taken away by other Departments. Then the Chief Minister, in order to save the prestige of the Government, made those funds available for construction of roads. This is what is happening. Mr. Indrajit Gupta is absent now I may say that we have the worst road conditions today in the country only in West Bengal, the condition is horrible. Again, in respect of national highways, the executing authority is the State Government. Only money is to be granted by the Central Government. Money is granted, any by the time the tender is called and by the time the work starts monsoon sets in. I do not know what is the conspiracy. Deliberately the work begins during the monsoon so that it gets washed out in the rains resulting in escalation of cost. This is the position as far as programmes for development of roads are concerned. This point should be taken note of.

Mr. Indrajit Gupta referred to the

question of construction of the second bridge on the Hooghly. He knows what is happening there. He knows that the executing authority here is not the Central Government but the State Government. If you want to speed up the progress of the construction of the second Hooghly bridge, I want Mr. Datta to change the Chairman there * *— —but his term has been extended for reasons which I do not know. He has spoiled the whole thing. I am prepared to say with a sense of responsibility that, if an inquiry is instituted, I can prove that a lot of scandals are there. The Chairman's term is over, but it has been extended...

AN HON. MEMBER : Chairman of what?

SHRI PRIYA RANJAN DAS MUNSHI : Chairman of the Second Hooghly Bridge Construction Authority. Mr. Indrajit Gupta is not here. But what can he do? has to defend the Government there. So, these are certain things which are happening.

Mr. Amal Datta says that coal can be carried by sea and that will be much cheaper than carrying coal by railways. It may be so; I have not calculated. But I would request him to name one port near Dhanbad or Raniganj or Asansol where ships can move. I do not know of any such port I do not know how he says that. How can you move coal from Dhanbad or Raniganj by ship? You will have to move by road transport or wagon and then come to the ship. Let him show one coalfield in the country where such transportation is possible.

PROF MADHU DANDAVATE : He misunderstood the concept of day port-

SHRI PRIYA RANJAN DAS MUNSHI : What I want to mean is not criticism alone and what I said is the sixth plan is already over. Now we have to think of the Seventh Plan. My first personal suggestion is that so far as the National Highways are concerned; please don't leave it to the mercy of the State Govern-

** Expunged as ordered by the Chair.

ments for execution. There are so many national highways. You take them over and look after them and see that they are improved. You consult the Law Ministry. If you want to expand the road or construct a new one, you face litigation. You go to the court for an injunction. I will request you to please find out a way to amend the Constitution in such a manner that so far as transport and communication development programmes are concerned, no such writ petitions are admitted. If this is not done, I am afraid nothing will be done. The great monumental achievement of the Shershah Suri's Grant Trunk Road from Delhi to Howrah, is now like a skeleton. You cannot expand it. Lot of litigation is there. I request the Minister to take care of this thing and see that a National Highway Authority is formed immediately to take care of our National Highways which lie within the Jurisdiction of the State Governments and see that proper co-ordination is ensured and also see that the State Government of Bengal change that** Chairman of the New Hooghly Bridge. I do not know whenever the construction of the Hooghly Bridge gets delayed, I could see some new party headquarters buildings are coming up. I do not know what connection it has got.

SHRI ERASU AYYAPU REDDY (Kurnool) : The Committee which was appointed in 1978 has presented its report in 1980. From the statistics which were taken into consideration by the Committee, some of them hold good, but most of them do not hold good. During the last 6 years vast technological changes have taken place and a number of changes have taken place in India itself. New industrial sectors have grown and new agricultural production centres have also grown. The mode and methodology of transport has witnessed a vast change. Therefore, what I suggest is that we must have an expert body to co-ordinate. . .

AN HON. MEMBER : You want another committee ?

SHRI ERASU AYYAPU REDDY : It is unfortunate that we are allergic and

sceptical of committees. I am not suggesting any expert committee to go into the question. I am suggesting an expert committee which will co-ordinate. It will be a committee at the national level which will co-ordinate. For instance we have a Ministry for Civil Aviation. We have a Ministry for Railways. We have a Ministry for Transport & Shipping. There are three different Ministries. But we require an expert committee at the national level to co-ordinate all these things. For instance, even transport can be divided into a number of categories-rural transport is different. Urban transport is different and again passenger transport is one thing and goods transport is another thing. And goods transport again can be divided into several things. There is transport of agricultural produce. Then there is the transport of consumer goods, transport of raw materials to industrial centres. All these things require an elaborate study and expert advice, of course, as I have stated, vast technological changes have taken place. We have now come into the age of computers and electronics and where foreign countries are thinking of monorails and electric rails and flying rails, we are still in the bullockcartage.

18.00 hrs

SHRI AMAL DATTA : We have 17 million bullock-carts.

SHRI ERASU AYYAPU REDDY : Yes, we do have bullock-carts. I am not saying that we can dispense with it. We must have bullock-carts and as suggested by my friend, something must be done with regard to bullock-carts also-what is called research must be undertaken, by which transport into rural areas by bullock-carts can be made easy and which facilitate easy transport of agricultural produce from Village centres to urban centres. That is also improved.

But what is that the statistics which were taken into consideration some of the basic statistics remain unchanged. It is true more than three and a half lakh villages . . .

MR. DEPUTY SPEAKER : The hon. Member will continue his speech tomorrow.

** Expunged as ordered by the Chair.

BUSINESS ADVISORY COMMITTEE
Second Report

18.01½ hrs.

[English]

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS (SHRI H. K. L.

BHAGAT): Sir, I beg to present the Second
Report of the Business Advisory Committee.

18.02 hrs.

*The Lok Sabha then adjourned till Eleven
of the Clock on Friday, March 15, 1985/
Phalguna 24, 1906 (Saka)*