

Eighth Series, Vol. II No. 7

Wednesday, March 20, 1985
Phalgun 29, 1906 (Saka)

LOK SABHA DEBATES

(English Version)

Second Session
(Eighth Lok Sabha)



सत्यमेव जयते

(Vol. II contains Nos. 1 to 10)

LOK SABHA SECRETARIAT
NEW DELHI

Price : Rs. 4.00

[Original English proceedings included in English Version and Original Hindi proceedings included in Hindi Version will be treated as authoritative and not the translation thereof.]

CONTENTS

No. 7, Wednesday, March 20, 1955/Phalguna 29, 1906 (Saka)

| | COLUMNS |
|---|-------------|
| Oral Answers to Questions : | |
| *Starred Questions Nos. 101 to 103, 105, 106, 109 and 115 | 1-27 |
| Written Answers to Questions : | |
| Starred Questions Nos. 104, 108, 110 to 114 and 116 to 120 | 28-43 |
| Unstarred Questions Nos. : 571, 572, 574 to 577, 579 to 642 and 644 to 660 | 43-126 |
| Papers Laid on the Table | 126-140 |
| Election to Committees— | ... 140-143 |
| (i) Official Languages Committee | ... 140-141 |
| (ii) Animals Welfare Board | ... 141-142 |
| (iii) Sree Chitra Tirunal Institute of Medical Sciences and Technology, Trivandrum | ... 142-143 |
| Calling Attention to Matter of Urgent Public Importance— | ... 143-161 |
| Reported unrest amongst labourers in the stone quarries at Faridabad and attack on them by armed gangs. | |
| Prof. Madhu Dandavate | ... 143 |
| Shri T. Anjiah | ... 143 |
| Shri Mallareddy Raguma Reddy | ... 156 |
| Shri V. Sobhanadreeswara Rao | ... 158 |
| Matters Under rule 377— | ... 161-166 |
| (i) Scarcity of drinking water, particularly in hilly areas of U.P. | |
| Shri Harish Rawat | ... 161-162 |
| (ii) Need for establishing an Agriculture University at Jabner, Rajasthan | |
| Shri Banwarilal Bairwa | ... 162-163 |

*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.

(ii)

COLUMNS

| | | |
|--|-----|---------|
| (iii) Scarcity of fodder and drinking water in certain districts of Himachal Pradesh. | | |
| Prof. Naraian Chand Parashar | ... | 163 |
| (iv) Need to declare Gyanpur Tehsil of Varanasi district and Sadar of Tehsil Mirzapur district as Industrial areas for production and export of carpets and brass-ware | | |
| Shri Uma Kant Mishra | ... | 164 |
| (v) Broadcasting News bulletins in regional languages from A.I.R.,-Delhi | | |
| Shri P. Penchalliah | ... | 164-165 |
| (vi) Sea erosion in South Canara District (Karnataka) and need for construction of a sea wall on the entire sea cost | | |
| Dr. V. Venkatesh | ... | 165 |
| (vii) Pollution in Delhi particularly in Chandni Chowk and need to suggest ways and means to solve the problem | | |
| Shri Jai Prakash Agarwal | ... | 166 |
| Railway Budget, 1985-86—General Discussion | ... | 166-203 |
| Shri V.S. Krishna Iyer | ... | 166 |
| Shri Bholu Nath Sen | ... | 170 |
| Shri Vijay N. Patil | ... | 176 |
| Shri V. Kishore Chandra S. Deo | ... | 180 |
| Shri Keyur Bhusan | ... | 184 |
| Dr. A.K. Patel | ... | 188 |
| Shri V.S. Vijayaraghavan | ... | 190 |
| Shri Chitta Mahata | ... | 192 |
| Shri Bansi Lal | ... | 194 |
| Resolution Re : Railway Convention Committee and | ... | 203-204 |
| Demands for Grants (Railways) 1984-86 and Supplementary Demands for Grants (Railways) 1984-85 | | |
| Dr. Saradish Roy | ... | 207 |

| | | |
|-------------------------------------|-----|-----|
| Shri Kashaorao Pardhi | ... | 232 |
| Shri Kali Prasad Pandey | ... | 236 |
| Shrimati Usha Choudhari | ... | 237 |
| Shri Ananda Gajapati Raju Poosapati | ... | 240 |
| Shri Mullapally Ramachandran | ... | 242 |
| Shrimati Vidyawati Chaturvedi | ... | 245 |
| Shri K.R. Natarajan | ... | 248 |
| Shri R.S. Khirhar | ... | 252 |
| Shri D.K. Naikar | ... | 253 |
| Shrimati Usha Thakkar | ... | 254 |
| Shri Ram Bahadur Singh | ... | 254 |
| Shri Bimal Kanti Ghosh | ... | 256 |
| Shri Dileep Singh Bhuria | ... | 258 |
| Shri Ram Nagina Mishra | ... | 261 |
| Shri Ramashray Prasad Singh | ... | 263 |
| Prof. N.G. Ranga | ... | 263 |
| Shri M. Arunachalam | ... | 268 |
| Shri Manik Reddy | ... | 271 |
| Shri Mool Chand Daga | ... | 272 |
| Shri Chintamani Jena | ... | 274 |
| Shri Vijay Kumar Mishra | ... | 276 |
| Shri Bhola Raut | ... | 277 |
| Shri Janak Raj Gupta | ... | 280 |
| Shri Srihari Rao | ... | 281 |
| Prof. Meijinlung Kamson | ... | 283 |
| Shrimati Basavarajeswari | ... | 286 |
| Shri A.G. Subburaman | ... | 288 |
| Shri K.D. Sultanpuri | ... | 289 |
| Shri H.A. Dora | ... | 291 |
| Shri Girdhari Lal Vyas | ... | 293 |
| Shri Ramdeo Rai | ... | 296 |
| Shri Suresh Kurup | ... | 298 |
| Shri Saifuddin Chowdhury | ... | 298 |
| Shri Vijay Kumar Yadav | ... | 299 |
| Shri Bansi Lal | ... | 300 |

| | COLUMNS |
|---|-------------|
| Appropriation (Railways) No. 3 Bill, 1985 | ... 305-306 |
| Motion to Introduce/Consider | |
| Shri Bansī Lal | ... 305 |
| Clauses 2, 3 and 1 | |
| Motion to pass | |
| Shri Bansī Lal | ... 306 |
| Appropriation (Railways) No. 4 Bill, 1985 | ... 306-308 |
| Motion to introduce/Consider | |
| Shri Bansī Lal | ... 307 |
| Clauses 2, 3 and 1 | |
| Motion to Pass | |
| Shri Bansī Lal | 308 |
| Business Advisory Committee— | 308 |
| Third Report— <i>presented</i> . | |

LOK SABHA DEBATES

LOK SABHA

Wednesday, March, 20, 1985,

Phalguna 29, 1906 (Saka)

The Lok Sabha met at Eleven of
the Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

[Translation]

Places linked with Vayudoot Services and the Routes running in Loss

*101. SHRI MOOL CHAND DAGA :
Will the Minister of TOURISM AND
CIVIL AVIATION be pleased to state :

(a) the names of places linked with the
Vayudoot services in the country ;

(b) the routes which are running in
loss alongwith the extent of loss suffered
on each of these routes ; and

(c) whether Government propose to
continue the services which are running in
loss ?

[English]

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

(a) to (c). A statement is laid on the
Table of the House.

Statement

(a) At present Vayudoot operates to
and through the following stations in the
country :

1. Delhi
2. Ludhiana
3. Dehradun

4. Chandigarh
5. Kulu
6. Pantnagar
7. Lucknow
8. Rae Bareli
9. Bombay
10. Kandla
11. Surat
12. Bhavnagar
13. Ahmedabad
14. Aurangabad
15. Nanded
16. Ratnagiri
17. Calcutta
18. Shillong
19. Gauhati
20. Silchar
21. Cooch Behar
22. Jamshedpur
23. Rourkela
24. Ranchi
25. Bhubaneshwar

(b) The routes running at a loss dur-
ing the current year and the loss incurred
on each route for the period April to De-
cember, 1984 are indicated below :

(Rs. in lakhs)

| | |
|---|-------|
| 1. Delhi-Pantnagar-Delhi | 0.95 |
| 2. Bombay-Kandla-Bombay | 7.62 |
| 3. Calcutta-Cooch Behar-Calcutta | 1.01 |
| 4. Calcutta-Jamshedpur-Calcutta | 4.35 |
| 5. Calcutta-Rourkela-Ranchi | 10.25 |
| 6. Calcutta-Shillong-Gauhati- Silchar & back | 6.66 |
| 7. Rourkela-Bhubaneshwar- Rourkela | 4.96 |

(c) The discontinuation of services on losing routes might have to be considered if the traffic and revenue generation on such routes do not pick up over a period of time.

[*Translation*]

SHRI MOOL CHAND DAGA: Mr. Speaker, Sir, the motive behind laying the statement on the Table is to hide the facts. I had asked about the extent of loss. Vayudoot service was introduced in 1982. What has been the total loss since then? There are some figures relating thereto. You may please tell whether they are correct or wrong.

[*English*]

In 1981-82, you have suffered a loss of Rs. 66.6 lakhs, in 1982-83 you have suffered a loss of Rs. 109.2 lakhs, 1983-84, up to December 1983, you have suffered a loss of Rs. 50.47 lakhs and today also you have shown the losses.

[*Translation*]

This total loss is for 3 years. Whom do you consider responsible for it?

THE PRIME MINISTER (SHRI RAJIV GANDHI): The figures given by Shri Daga for the first 2 years are correct. When the service started showing profit, his figures started showing some difference. There was a profit of Rs. 3.75 lakhs in 1983-84. The complete figures for 1984-85 are yet to come but there will be profit in this year also.

The Vayudoot Service was not introduced merely for the sake of earning profit. It was started to connect stations of the North-East. It was a national requirement, a requirement for social integration. It was social requirement. Even if this Service is near loss, we must continue it, but other routes are giving profit. Those are being run completely on commercial lines.

SHRI MOOL CHAND DAGA: I would like to point out how the bureaucracy can misguide the hon. Minister. In 1971—

[*English*]

One Committee was appointed which is

called Gidwani Committee. Mr. B. S. Gidwani, Director-General of Civil Aviation, was appointed as its Chairman and he gave the report in April 1978. Another Committee was appointed in 1979 by the Planning Commission and that Committee was headed by Mr. S. Zaheer, Air Marshal. Then, Barganza Committee was appointed again in 1980 and they have also submitted a report.

[*Translation*]

The three reports lead one the conclusion that you have not used aircraft built with latest technology. The aircraft used by you were obsolete and they consumed more fuel. You did not try to ascertain the number of passengers who could travel in it. Due to this lapse even after appointing these committees, the conclusion was three it was a mistake. Before 1980, a committee was appointed in 1978 and according to this committee—

[*English*]

—In the latest article which has been published, it is stated:

“The second conclusion is that while making a choice of an aircraft, it is necessary to take into consideration the fast growth in aviation technology. Between July 1978 when the Gidwani Committee submitted its report and now...”

[*Translation*]

SHRI RAJIV GANDHI: Three types of aircraft were evaluated. Two of them were very old. We purchased the new one. The aircraft purchased by us is more fuel-efficient than others. The others stand nowhere in comparison in it.

[*English*]

SHRI V. SOBHANADREESWARA RAO: Sir, for some other States, the Vayudoot services are operated for two or three or four places. Despite the fact that Andhra Pradesh is thickly populated, there is no one place where the Vayudoot services are being operated. So, I would request the hon. Prime Minister to say whether the Government will operate the Vayudoot services to Cud-appa Rajhmundry where the airport facilities are already available.

SHRI RAJIV GANDHI : Actually, as I said in the beginning, the idea of operating Vayudoot services was not based on the population of a State. It is because the Indian Airlines is there to do that. But the Vayudoot services were started specifically as feeder service to help national integration in the North East region. After that, they started the Vayudoot services to other sectors also where they thought that it was a feasible commercial venture. In some of those places, the services were successful. And in some places where the services were not successful, they have been closed down.

In Andhra Pradesh, I believe, we are starting our Vayudoot services and one aircraft will be posted in Hyderabad.

[Translation]

SHRI PRATAP BHANU SHARMA : Mr. Speaker, Sir, the Prime Minister has stated in his reply that excepting Vayudoot, other routs running in loss could be closed down. I want to say that talks are going on for the last 2-3 years for starting Vayudoot services in Sanchi, Kanha, Jagdalpur in Madhya Pradesh which is the biggest State. May I know whether the Government propose to consider the proposal this year or next year 1985-86, in view of the their importance as places of tourist attraction ?

SHRI RAJIV GANDHI : There is no such proposal at present. But it will be looked into next year. It will not be possible to take the plane to a place like Kanha because it can disturb the wild life there.

DR RAJENDRA KUMARI BAJPAI : Mr. Speaker, Sir, Allahabad had played a prominent role in the freedom struggle but even after so many years there is no daily air service for Allahabad. I want to know from the Prime Minister whether he would make arrangements for daily air service to Allahabad at least during this centenary year, keeping in view the interest of the people there ?

MR. SPEAKER : Which service, Vayudoot or some other service ?

SHRI RAJIV GANDHI : We will consider both the services.

[English]

SHRI MANORANJAN BHAKTA : Just now, the hon. Prime Minister has mentioned that the Vayudoot services have been commenced for the national integration. In view of the fact that the Union Territory of Andaman and Nicobar Islands is also one of the inaccessible areas, may I know whether the Vayudoot service from Port Blair to Car Nicobar would be introduced ?

SHRI RAJIV GANDHI : We can have a look at this.

Plan for New Airports in Cochin, Mysore and Calicut

*102. **SHRI THAMPAN THOMAS :** Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) whether there is any proposal to plan new airports in Cochin and Mysore;

(b) whether the proposed airport at Cochin would be an international airport; and

(c) whether another airport at Calicut is practicable in view of increasing gulf traffic ?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) : (a) to (c). A statement is laid on the table of the Sabha.

Statement

(a) The runway at the existing Cochin airport is not fit for Air Bus operations which are contemplated by the Indian Airlines. There are problems in extending the runway to make it suitable for the purpose. DGCA has, therefore, approached the local revenue authorities for identifying a suitable site for the construction of a new airport. Subject to availability of a suitable site and resources, the development of a new civil airport at Cochin to receive Airbus aircraft will be considered.

There is no plan to construct a new airport at Mysore. The existing airport at Mysore will be developed to make it suitable for Vayudoot services.

(b) No, Sir,

(c) A new airport at Calicut suitable for Boeing 737 operations is being constructed which will adequately meet the traffic demand of the area.

SHRI THAMPAN THOMAS : Sir, in Cochin there was a proposal to start a new airport at Edakattuvayal or Shertalai. The proposal was there and it was under the consideration of the Government much earlier. At present, the airport is working at the naval area, defence area in Cochin. Though this airport was developed, still the airbuses are not landing in Cochin. The same difficulties which were there earlier are being felt now. An aircraft which is to land in Cochin airport has to take a U-turn passing over Cochin and then come back and land. There are no traffic facilities for evening take-off or night landing in Cochin.

In the Cochin airport, about 95% of the traffic is to and from abroad, i.e. from Dubai and other Gulf countries and other countries also. They are feeling much difficulty in their travel because of the inadequate traffic facilities in Kerala, especially in Cochin airport. Therefore, I request the Government to consider the report of the Technical Committee which was submitted earlier, and a new airport be constructed at the earliest possible opportunity so as to avoid difficulties of the air travelling public in Kerala.

[*Translation*]

SHRI ASHOK GEHLOT : Mr. Speaker, Sir, taking into consideration what the hon. Member has said, a uni-directional operation can be there. D.G.C.A. personnel went there and have gone into all the possibilities. Uni-directional operation can be arranged there on account of technical reasons. The revenue authority has been contacted in this connection. If another site is made available there, the proposal for constructing a new airport can be considered. We have set apart Rs. 20 lakhs in the Seventh Five Year Plan for this purpose. Our effort is to get the new site allotted so that this work could be started soon.

[*English*]

SHRI THAMPAN THOMAS : This

airport has to be planned in such a way to make it an international airport. Earlier, it was suggested to make Trivandrum airport as an international airport. But in a previous answer, it was stated by the Government that there was no proposal to make Trivandrum airport as an international airport. In that case, my suggestion is to make Cochin airport as an international one and commence the development work accordingly. Keeping that in mind, the development work in the beginning itself may be laid down on that basis.

[*Translation*]

SHRI ASHOK GEHLOT : Mr. Speaker, Sir, we have been receiving demands for international airports from many quarters. I would like to inform the hon. Member that it is not necessary that international flights are permitted from an airport only after it has been declared an international airport. International flights take off from Trivandrum airport. Our ministry has appointed a committee on instructions from the Prime Minister to look into the congestion-problem at Bombay airport and how to minimise it. This Committee is looking into this aspect also as to which airports can be used as international airports. It is, not therefore necessary to declare an airport as international airport.

[*English*]

SHRI M. RAGHUMA REDDY : Is the Government considering to set up international airport at Hyderabad ?

SHRI RAJIV GANDHI : Sir, this is about Cochin airport.

MR. SPEAKER : Shri K.P. Unnikrishnan let the member from Kerala get a chance.

SHRI NARAYAN CHOUBE : West Bengal also.

MR. SPEAKER : Are you concerned about Cochin ?

SHRI NARAYAN CHOUBE : Cochin and Calcutta both.

SHRI K.P. UNNIKRIISHNAN : My supplementary relates to part (c) of the

Question. In this very House, during the days of Provisional Parliament, in 1950, Mr. Rafi Ahmed Kidwai gave a promise regarding Calicut airport. It is 35 long years now. In 1980, in this very House, they said that the construction of this airport for which we have been agitating for long would commence. It did commence and it was to be completed in 1982 and open for traffic. But we are in the year of grace of 1985 and still I find that there is hardly any work going on there. This is an area of the highest traffic density. Most of the passengers originating in Cochin or Mangalore or Coimbatore come from this airport because of the Gulf traffic. May I, therefore, know from the Prime Minister what exactly are the difficulties and when it would be finally commissioned ?

[*Translation*]

SHRI ASHOK GEHLOT : Mr. Speaker, Sir, previously, the proposed airport was intended only to receive avro-services but later on it was decided that Boeing services should also be operated from this airport and now the work is being done in two phases. The work which is going on in phase one will be completed by June-July and thereafter by December, '87 it will started.

[*English*]

SHRI K.P. UNNIKRIISHNAN : What exactly are the difficulties ?

[*Translation*]

SHRI ASHOK GEHLOT : The area is rocky and filling-work is going on.

[*English*]

SHRI K.P. UNNIKRIISHNAN : That has been filled up. I request the hon. Minister to visit the place.

MR. SPEAKER : After doing away with the difficulty, they are processing it.

SHRI SURESH KURUP : Everybody knows that the promise of Calicut airport goes back to 1950.

MR. SPEAKER : That has already been answered.

SHRI SURESH KURUP : Now the work is moving in a very slow pace. I want

to know from the hon. Minister whether Vayudoot services can be made from Madras and Mangalore to Calicut. What we are asking for is only a small air strip for the people of Kerala. It is only a temporary arrangement.

[*Translation*]

SHRI ASHOK GEHLOT : No such proposal is under consideration.

[*English*]

Dr. K.G. ADIYODI : There was an assurance that the Calicut airport would be ready by 1985, but the assurance was shifted to 1987. But now the work has been stopped due to paucity of funds. Will the Government take urgent action in this regard ?

[*Translation*]

SHRI ASHOK GEHLOT : I assure the hon. Member that there is no paucity of funds. Rs. 39.20 lakhs were spent in 1982-83, Rs. 137.50 lakhs were spent in 1983-84 and Rs. 1 crore are likely to be spent in 1984-85. This has been included in the Seventh Plan. We are providing all the required funds. There will not be any delay even for a single day due to paucity of funds.

[*English*]

Uniformity in retirement age of State Government and Central Government Employees

*103. PROF. P. J. KURIEN : Will the PRIME MINISTER be pleased to state :

(a) whether there is a proposal to bring uniformity in the retirement age of the State Government and the Central Government employees; and

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

THE MINISTER OF STATE IN THE DEPARTMENT OF PERSONNEL AND ADMINISTRATIVE REFORMS AND CULTURE (SHRI K.P. SINGH DEO) : (a) and (b). No such proposal is under consideration of the Government. As 'State Public Services' are included in the List

II—State List of the Seventh Schedule to the Constitution, the conditions of service, including age of retirement, of State Government employees are the concern of the respective State Governments.

PROF. P. J. KURIEN : As the hon. Minister has pointed out, it is true that the question of the retirement age of State Government employees is the concern of the State Governments. Some State Governments retire their employees at 55, some others at 56 and the Central Government at 58 years of age. In some states, the State Government reduced the retirement age of their employees to 55 as in Andhra Pradesh and again increased it to 58. This sort of uncertainty regarding the retirement age is causing great concern and anxiety for the Government employees.

When the civil servants are doing the same type of work in all the States, there is no justification for some State Governments to retire their employees at 55 years of age and for some others to retire at 58.

In view of this situation, it is advisable to have a national policy regarding retirement age of Government employees. I would like to know the reaction of the Government in this regard.

SHRI K. P. SINGH DEO : At the moment, the retirement age of Government employees in the State Governments of Jammu and Kashmir, Kerala and Nagaland is 55 years. In Sikkim, it is 60 years. The rest of the States retire their employees at 58 years of age. The suggestion given by the hon. Member can best be examined. It is a suggestion for action which can be examined.

PROF. P. J. KURIEN : Will you agree with my advice ?

SHRI K. P. SINGH DEO : Yes.

PROF. P. J. KURIEN : Thank You.

THE PRIME MINISTER (SHRI RAJIV GANDHI) : We can give it to the Sarkaria Commission for examination.

PROF. P. J. KURIEN : For the last 37 years of independence, our longevity of life

has increased. Due to medical care and other facilities, our health also has improved. Again, the age of marriage used to be 18 years at the time of independence, but now hardly any one marries at that age and people marry after the age of 25 years or even more. Therefore, at the age of 58, the education of the children of the government employees is not complete, and naturally they are not quite prepared or ready for retirement from service at that age. I would like to know whether Government is prepared to examine this aspect and extend the age of retirement from 58 years to 60 or even more.

SHRI K. P. SINGH DEO : The hon. Member is right. It was on the basis of the question of longevity and all that, the previous Pay Commissions had raised the age of retirement from 55 to 58. Now the Fourth Pay Commission is looking into it. It can be examined.

SHRI ANANDA GAJAPATI RAJU : Some time back, the hon. Prime Minister referred to the Sarkaria Commission. That Commission was appointed two years back and still it has not come up even with an interim report. So, if this issue of retirement age is given to the Sarkaria Commission, then I do not think we will be able to see any report in the next few years. That is one thing.

The second thing is this. In Andhra Pradesh we reduced the retirement age from 58 to 55 with a view to providing employment to younger people, to see that certain dynamic element was brought into administration. But still this issue was hanging fire for two years and it was not decided ultimately. What I would request the hon. Minister is this. If he puts the issue regarding retirement age in the Ninth Schedule, perhaps the State Government can bear more responsibilities and do their duties more effectively. Will the hon. Minister consider this ?

SHRI K. P. SINGH DEO : 'Conditions of service, also include age of retirement. As I have said earlier, the State civil services are the exclusive purview of State Governments where the Centre does not interfere at all. I do not know why for two years it was hanging fire in Andhra Pradesh and

they could not decide. For that, the Central Government cannot be held responsible. But the other suggestion can be examined.

MR. SPEAKER : Mr. Vyas. Do you want to propagate the cause of the elders ?

[*Translation*]

SHRI GIRDHARI LAL VYAS : Mr. Speaker, Sir, unemployment is the most acute problem of the country and many States are raising the retirement age from 55 years to 58 years and thereby they are making it all the more acute.

Secondly, persons below the age of 55 years have more vigour than the persons above 55 years of age and the Prime Minister wants efficient and clean administration. The Government of India has fixed retirement age at 58 years and many States have also raised retirement age to 58 years. So, with a view to involve youth in the administration I want to know whether Government will reduce the retirement age to 55 years so that the work is done with great vigour.

I would like to mention one more point. The civil servants are burdend with more responsibilities in the last years of their service, i.e., in 3 years between 55 and 58. And with a view to meet those responsibilities they pay most of their attention in accumulation of wealth. So it is quite necessary that retirement age should be fixed at 55 years. I want to know whether you propose to take steps in this respect ?

[*English*]

RROF. N.G. RANGA : I am still as active and as effective as my hon. friend and various other younger people here.

SHRI K.P. SINGH DEO : It is very gratifying to note that the hon. Member is championing the cause of the youth in the services. But, as I said, the Fourth Pay Commission is looking into this aspect whether as far as the age of retirement is concerned, any change is necessary. Since there are divergent views among the hon. Members—one hon. Member has said that it should be revised while another hon. Member said that it should be increased—I think it is

better that we await the recommendations of the Fourth Pay Commission.

[*Translation*]

THE PRIME MINISTER (SHRI RAJIV GANDHI) : I would only like to add that we want to ensure efficient and quick disposal of work. We will see that the efficiency of elders and vigour of the youth are combined in carrying out the work.

[*English*]

SHRI HAROOBHAI METHA : I support my friend. As we see on the one hand dead wood is sticking to the chair in the services and on the other, many young people are knocking at the doors for employment, there is a good case for the reduction of the age of retirement. My question is : will the Government look into the matter that there is a lot of divergence in the matter of conditions of service regarding pension and gratuity in the States and in the Centre and whether any attempt is being made to bring about uniformity in the matter of retirement benefits which can very well be done in consultation with the States.

MR. SPEAKER : I think the real solution lies in creating more avenues of employment—not alone in services. How far can you do that ?

SHRI K.P. SINGH DEO : It is a suggestion which he will examine.

MR. SPEAKER : Next question—Mr. Piyush Tirki.... Not here.

Next question—Mr. Saifuddin Chowdhury.

Scandinavian Airlines System on Calcutta-Copenhagen Route

+

*105 SHRI SAIFUDDIN CHOWDHARY :
SHRI AMAL DATTA :

Will be Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) whether Government have refused to allow the Scandinavian Airlines System

(SAS) to operate a third flight on the Calcutta-Copenhagen route ;

(b) if so, the reasons therefor ; and

(c) whether this decision will adversely affect the Calcutta Airport and also the economy and tourism of Eastern Region ?

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

(a) No, Sir. No request of the SAS to operate a third service between Calcutta and Copenhagen has been received by Government.

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

SHRI SAIFUDDIN CHOWDHURY :

I want to know whether it is a fact that the Scandinavian Airlines have decided to shift their office from Calcutta to Delhi and if so, what are the reasons therefore.

[*Translation*]

SHRI ASHOK GEHLOT : We have no information regarding this and they have also not requested us that they want to operate a new flight. So the question of refusal does not arise.

[*English*]

SHRI SAIFUDDIN CHOWDHURY :

Is the Government aware of the fact that many foreign airlines want to operate from Calcutta for different destinations. Now, in spite of the fact that the international traffic to and from Calcutta airport is increasing, there has been a steady decline in the operation of flights by foreign agencies and also by Air India to different parts of the world from Calcutta airport. In view of that fact, I want to know whether some foreign airlines want to operate from Calcutta to different destinations Via London and New York—which would have been beneficial for the passengers who originate from Calcutta and there has been no direct flight from Calcutta to London or New York. Have any such suggestions been received by the Government and if so, what are they going to do about that ?

[*Translation*]

SHRI ASHOK GEHLOT : I have

complete list of places with me where International Airlines operate their respective services. If the hon. Member wants to know, I can tell him about it. Any suggestion received in this regard is discussed at the time when bilateral agreements are concluded. If the hon. Member wants to talk about some particular Airlines then he should put the question separately. I will reply to it.

[*English*]

SHRI AMAL DATTA : I think the Government follows the policy in regard to stoppages of foreign airlines by which they allow only one stoppage for a flight in India. I think that is the system that has been evolved because the European Continental countries are small and they do not allow more than one stop. Now, in India which is a big country I have spoken to the foreign airlines people here. If two stops are given to air-flights then many of them would like to stop in Calcutta. They are told either you take Delhi, Bombay, Calcutta or Madras. Any of these four. You cannot have two stops. If the government is prepared to change that policy in which case only Calcutta airport which has become quite horrible so far as international flights are concerned can be revived.

[*Translation*]

SHRI ASHOK GEHLOT : The issue of Calcutta airport has constantly been brought to the notice of the Central Government. The hon. Members have raised this matter several times earlier also. I assure you that we ourselves want that international flights should stop at Calcutta and traffic is generated there. Recently Air India was asked to conduct a marketing survey. I want to read it out to you. You will come to know the reasons why flights are not operated there.

[*English*]

“At the instance of the Government, Air India conducted a market survey in February 1984 to assess the traffic potential and the future prospects of the travelling market in Calcutta. The findings of the survey have revealed that due to the deteriorating economic profile of the city and the

State all manufacturing and industrial activity in the State has come to a virtual standstill. This has directly affected the flow of passengers and cargo to and from Calcutta."

[*Translation*]

I would submit that these are the main reasons. I can give the percentage and figures of the flight which operated there earlier. Thai Airways-44.2 percent, Air India-21.2 percent, S.A.S. 16.2 percent, British Airways-10 percent and Aero Flot 8.3 percent...

[*English*]

"This market has grown at a sluggish pace of 3, per cent from 1979 onwards. It is not expected to show significant growth in the coming years until..."

(*Interruptions*)

THE PRIME MINISTER (SHRI RAJIV GANDHI) : Sir, there are international agreements according to which airlines operate from different cities and the agreements are such that if we operate to one city in their country then they operate to one city in our country. If you are suggesting that we dilute our side of the agreement without getting anything in return the government will not do that.

SHRI AMAL DATTA : There is no dilution. Where is the dilution? People of Calcutta will get benefitted...(*Interruptions*)

SHRI RAJIV GANDHI : There are certain national interests that we have to keep in mind and Calcutta we will keep in mind. But if you really want traffic to develop in Calcutta than you have to develop Calcutta. You can't kill Calcutta and expect traffic to grow.

SHRI AMAL DATTA : That is not true. Traffic in Calcutta has grown...

(*Interruptions*)

SHRI TARUN KANTI GHOSH : Sir, there are four major metropolitan towns—Bombay, Calcutta, Delhi and Madras. Delhi and Bombay airports have become very over-crowded. So, why don't you divert some of the planes to Calcutta

where the airport is very developed but it remains unused. Congress people also live in Calcutta. (*Interruptions*) I would request the hon. Prime Minister to find out whether it is possible to divert some of the airlines flights which make Delhi and Bombay airports over-crowded.

SHRI RAJIV GANDHI : We are already looking at how to increase the traffic in Calcutta and we are starting two flights of Indian airlines going to Thailand which will start fairly soon.

Boundary Commission for N.E. States

*106. SHRI G.G. SWELL : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether there are many residual border disputes calling for adjustment and settlement as between not only Nagaland and Manipur but also Assam and all its sister adjoining States; and

(b) whether Government propose to appoint a boundary commission for all the North-Eastern States so as to promote goodwill and cooperation in this sensitive region ?

THE MINISTER OF HOME AFFAIRS (SHRI S. B. CHAVAN) : (a) There exists a boundary dispute between the States of Assam and Nagaland on the basis of a claim laid by Nagaland to certain territories which constitutionally form part of the State of Assam. Assam has also boundary problems with Meghalaya and the Union territory of Arunachal Pradesh. These however, primarily relate to physical demarcation of the inter-State boundary on ground. There is no boundary dispute as such between Nagaland and Manipur States.

(b) No such proposal is under consideration of the Government at present.

SHRI G.G. SWELL : Mr. Speaker, Sir, I would first like to draw your attention to the fact that this question has been cannibalised. The first three parts have been removed. The head has been taken away. Only the torso remains. You would notice that there is a certain absurdity in the

question as printed, a certain dichotomy. The first part of the question was this, namely, whether 11 officials of the Manipur Government were arrested inside Nagaland territory on February 21 and reasons therefor, and whether the officials were released only after intervention by the Central Government. This question has not been answered. I would like to know whether their release was effected after the Central Government's intervention. How was it that officials of one State were arrested in the territory of another State ?

SHRI S.B. CHAVAN : It is a fact that the Chief Minister of Manipur has written to Central Government as well as to Chief Minister of Nagaland saying that 9 officials including one Deputy Conservator of Forests were taken to Kohima more with a view to give them protection. But later on they were regularly arrested and they were in jail for 4 days. This happened on 21-2-85. We have requested the Government of Nagaland to look into the matter and to settle it amicably.

SHRI G.G. SWELL : Sir, the reply of the Hon. Minister only confirms that there is lot of bad blood and lot of tension between the people of the various States in that area. The hon. Minister said that the officials were taken to Kohima, the capital of Nagaland, for their protection. Protection against whom ? Now, the report says that the people of Nagaland were agitated by the presence of these Manipur officials there and they were going to take the law into their own hands. This had called for police intervention and they were taken to Kohima. This indicates the kind of tension which is prevailing there. This is not the first time that this thing has happened. A couple of years ago—I do not remember the exact time—there were some armed clashes between the police forces of Nagaland and the police forces of Manipur and Assam. It is unfortunate. This part of our country is a very sensitive part full of troubles and internal insurgencies. Some neighbouring countries are interested in muddying the waters even more. Therefore it is necessary that there should be peace, cooperation and understanding between the various sister States there and the people of the various areas. Manipur has no common boundary with Assam. Assam was the parent State in those days.

The hon. Minister admitted that there are disputes or troubles as between Assam and Nagaland, as between Assam and Arunachal Pradesh and as between Assam and Meghalaya. I know of Meghalaya because I come from that State. There are two spots which are hotting up. Police from one State had been encroaching into another State and arresting people there. I would like the hon. Minister to look into this. I am mentioning areas in Meghalaya, for example, Block-I and Block-II of Jaintia hills and Rambrai area of Khasi hills. I think it is time for the Central Government to intervene and try to bring about understanding. We should not allow tensions to fester as something more serious might happen. I would request the hon. Minister to consider this suggestion of appointing either a high power committee or a Commission to go into this question and mutually settle this matter. Now, these States are being ruled by the Congress (I) government. Would you kindly look into this and create a new climate by appointing Commission to bring about a settlement ?

SHRI S.B. CHAVAN : So far as the boundary dispute is concerned it is only between Nagaland and Assam. For the rest of the areas, it is merely a question of demarcation of the boundaries on the ground. We have been requesting the State Governments concerned to appoint appropriate authorities and see that this demarcation is done at the earliest. The Survey of India is trying to help them in this matter and so far as our approach of Government of India in all these disputes is concerned, it is a matter between two State Governments. We are prepared to use our good offices in order to bring them together and try to solve the problem.

SHRI P.K. THUNGON : May I know from the hon. Minister whether there was a High Power Tripartite Committee to solve the boundaries demarcation problem between Assam and Arunachal Pradesh ? If it is so, (a) what is the present position of the report of that Committee and (b) is the Central Government going to advise the respective State Governments there to accelerate the mutual consultations so that these minor irritants in North-Eastern Region, where most of the time there is turmoil, could be avoided ?

SHRI S.B. CHAVAN : I am in full agreement with what the hon. Member has suggested that we should try to remove the irritants to the extent it is possible. In fact, I am thinking of going to those areas and having a meeting with the Members of the North-Eastern Council as also all the Chief Ministers of those areas and request them that they should try to settle this dispute to the extent possible, and if any assistance is required on behalf of the Government of India, we are prepared to give them.

MR. SPEAKER : Q. No. 108. Shri Mohd. Mahfooj Ali Khan—Absent.

Next question No. 109—Shri Satyendra Narain Sinha.

SHRI AMAR ROY PRADHAN : Mr. Speaker, I would like to draw your kind attention to question No. 107. It is in my name.

MR. SPEAKER : It has been postponed.

SHRI AMAR ROY PRADHAN : You have postponed this question overnight. But no reason has been given on what grounds you have postponed this question and when it will be taken up. According to Rule 43, you have admitted it. Once you have admitted it, it cannot be postponed without assigning reason. I know the difficulties regarding the Rane Commission report and agitations are going on in Assam.

MR. SPEAKER : It will be answered. Don't worry.

SHRI AMAR ROY PRADHAN : In your Secretariat's letter nothing has been mentioned.

Evaluation of Integrated Rural Development Programme

***109. SHRI SATYENDRA NARAYAN SINHA :** Will the Minister of PLANNING be pleased to state :

(a) whether any monitoring and evaluation of Integrated Rural Development Programme and other schemes of rural employment programmes have been undertaken by the Planning Commission ; and

(b) if so, the detail thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI K.R. NARAYANAN) : (a) and (b). The regular monitoring and assessment of the progress of these programmes is primarily the function of the administrative Ministry concerned, namely, the Ministry of Agriculture and Rural Development. However, the Planning Commission monitors the progress of these programmes as part of its monitoring of the Twenty-Point Programme. The Programme Evaluation Organisation of the Planning Commission undertakes evaluation studies of selected programmes. It has currently in hand the preparation of two separate evaluation studies, one relating to the Integrated Rural Development Programme and the other to the National Rural Employment Programme.

SHRI SATYENDRA NARAYAN SINHA : According to the written reply, it appears that the Planning Commission has made evaluation of certain programmes and at present, evaluation studies are under preparation. The Government ought to have given some findings as a result of these studies already carried out. May I know, if the Government are aware that the allocation of funds to the block has been made without any regard to the level of poverty of the blocks with the result that in many blocks only less than five per cent of the poor have been covered ? If so, are the Government considering any proposal to revise the criteria for allocation of funds

SHRI K.R. NARAYANAN : At the moment, the allocation of funds is made on a block to block basis. We are examining the question of revising this criteria of allocation in the 7th Plan so that the incidence of poverty could be one of the major considerations for the allocation of funds.

SHRI SATYENDRA NARAYAN SINHA : Are the Government aware as a result of the monitoring carried out that middlemen have come up between the departments concerned with developments and the beneficiaries with the result that the benefits of these schemes are not reaching the poor and on the other hand, the funds

go to the not so poor people or better off people and consequently the poor are deprived ?

SHRI K. R. NARAYANAN : There have been, complaints that part of the funds under these programmes has gone to the better off people, small farmers or marginal farmers who are better off than the landless labourers. But the diversion has been limited in this respect. According to our information, not more than 10 to 20 per cent of funds have been diverted in this manner from the beneficiaries. As a matter of fact, major part of the funds allotted has gone to the really poor people. In fact, this is the first time in India that the Government has undertaken a programme which is directed towards the improvement standards of living of the poorest people in our country. According to our statistics, around 40 per cent of the people covered belonged to the scheduled castes and scheduled tribes of our population which shows that in spite of minor diversions to the better off people, a considerable amount has gone to the poorest of the poor.

[*Translation*]

SHRI RAMSWAROOP RAM : Mr. Speaker, Sir, the Government had resolved that under the Rural Development Scheme, effort would be made to raise 600 families above the poverty line every year in the Sixth Five Year Plan. The Sixth Five Year Plan is coming to an end and the Seventh Five Year Plan is about to start. I want to know from the Government through you whether the Government would place its report on the Table of the House in which details are given regarding the number of people who have been brought above the poverty line in the last 6 years, the number of people who could not be brought above the poverty line and what programme has been formulated to bring them above the poverty line ?

[*English*]

SHRI K.R. NARAYANAN : Sir, the target laid down in the Sixth Plan was that over the five-year period, fifteen million families would be enlisted under IRDP and raised above the poverty line as a result. According to the information available so far, 14.5 million families have been helped

in that way. So, we expect to reach the target and I understand that it may, even, slightly exceed the target.

MR. SPEAKER : Shrimati Mamta Banerjee.

SHRIMATI MAMTA BANERJEE : I would like to know whether the Government is aware that in West Bengal, the poorer people are not getting proper justice from the IRDP programme. I would also like to know whether the Government have any proposal to properly investigate about the money which is given for the Central Government 20 Point Programme.

SHRI K.R. NARAYANAN : I hope the State Government would take into account the policy of the Central Government in this matter and really implement the policy so that the poor people in Bengal are benefited by this programme.

SHRIMATI MAMTA BANERJEE : In West Bengal, poor people are not getting any facilities from the Marxist Government. There is no proper investigation.

SHRIMATI GEETA MUKHERJEE : In West Bengal an overwhelming part of the poor people have voted for the Left Front Government.

MR. SPEAKER : Is that the answer to the question ?

THE PRIME MINISTER (SHRI RAJIV GANDHI) : We are aware that in certain States, the full benefits are not flowing to the people as they should be flowing.

(*Interruptions*)

SHRI RAJIV GANDHI : Why are you guilty about it ? In certain States, these benefits are not going to the people and we are looking into the matter.

SHRI K.P. UNNIKISHNAN : Please specify them.

SHRI RAJIV GANDHI : I will specify them at the appropriate time. We are looking into the problem,

SHRI K.P. UNNIKISHNAN : It is the appropriate time. If you have chosen

to intervene, instead of having this inuendo, if you please specify, it is well and good, and say there are certain States where your party is ruling, there also benefits are not going to the poor people.

SHRI RAJIV GANDHI : We have received certain complaints. We are looking into them and when we get a proper report, we will let you know. In the meantime, we will try and evaluate measures to see that the funds allocated for a proper programme do, in fact, get their destination.

PROF. MADHU DANDAVATE : You should congratulate the young lady who provoked the Prime Minister to reply.

MR. SPEAKER : Well done Sir.

SHRI RAJIV GANDHI : It is my Ministry.

MR. SPEAKER : Shri Kamal Nath please. Is he absent? Next, Shri K. Ramamurthy. Again no! Shrimati Kishori Sinha. She is also not there. Really, it is a hat trick.

PROF. MADHU DANDAVATE : Mr. Sinha may be allowed to represent her Sir.

MR. SPEAKER : What about you? What will you do now? Next, Shri Ramakrishna More. Absent. Shri Anand Singh. It is going to be a sixer. Next, Shrimati Jayanti Patnaik. There you are! She is ever-present.

Maintenance of Lord Jagannath Temple at Puri

+

***115. SHRIMATI JAYANTI PATNAIK :
SHRI SOMNATH RATH :**

Will the minister of CULTURE be pleased to state :

(a) whether Government have taken steps for the proper conservation of centrally protected temples having religious and tourist importance;

(b) if so, the amount sanctioned by the Centre and spent during last three years for the proper maintenance and conservation of Lord Jagannath Temple at Puri which falls under the above category; and

(c) what are the conservation and repairing works done during these years?

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

(b) Against the allocation of Rs. 5 lakhs during the years 1981-1984, an amount of Rs. 4,95,264 has been spent for the conservation and maintenance of Lord Jagannath Temple at Puri.

(c) Deplastering of the walls, grouting of voids and cracks, water-tightening of leaky roofs and restoration of the missing and weathered stones have been completed. In additions chemical preservation of exposed structures and horticultural operations have also been undertaken.

SHRIMATI JAYANTI PATNAIK : Against the allocation of Rs. 5 lakhs during the years 1981-84 an amount of Rs. 4,95,264 has been spent for the conservation and maintenance of Lord Jagannath Temple at Puri. I think the work has been taken up very slowly. It is such an huge temple. Has the government prepared any estimate for uncovering the plaster on the entire temple of Lord Jagannath at Puri; if so, what is the amount?

SHRI K.P. SINGH DEO : I don't have the figure readily available at the moment.

SHRIMATI JAYANTI PATNAIK : What is the time schedule for funding and completion of this entire work? I do not know whether this is also readily available with the Minister. I want to know regarding part (a) of the question. This is the general question and the Minister has replied by saying only yes. But I want to know about the whole of Orissa and the conservation of Konark Temple. It should be preserved; it is getting decayed day by day. I want to know about Lingaraj Temple and other temples also. What is the policy of the government with regard to these temples? Has the government decided to have a separate archaeological circle so that they can pay more attention towards them?

SHRI K.P. SINGH DEO : We are aware, just like Puri Temple, that Konark also does get affected by sea breeze, weathering and erosion. I will come to that later on. But, as far as the Puri Temple, about which she has asked, is concerned the hon. member is very much aware that because of the intervention of the High Court, things got delayed. An expert committee which has been formed is looking into it. The hon. judges of the High Court have also visited the Puri Temple; they have satisfied themselves. The work is in progress. I do not know how to satisfy the hon. lady member as to the rate and pace of work. These are things which are imponderable on which no one can put a specific time and date as to the work to be completed. But the work is going on and we shall ensure that there will be no undue delay in the conservation and protection of Lord Jagannath Temple. As far as other Temples which she has mentioned are concerned, it is not relevant to this question of Puri Temple. But, as I said, Konark Temple also has the problem of salty air, weathering and erosion; and the department is looking into them how it can be conserved and protected; and we shall come forward with more details when the reports are available with us.

SHRI SOMNATH RATH : The hon. Minister has replied that within three years, the allocation was only Rs. 5 lakhs and almost the same amount has been spent. This is the world famous temple. Will the hon. Minister allocate sufficient fund and see that the incomplete work is completed very soon.

SHRI K.P. SINGH DEO : If and when required, it shall be made available. Ends.

MR. SPEAKER : Shri Chhitubhai Gamit—not present. Shri C. Madhava Reddy.

SHRI C. MADHAVA REDDY : Q. No. 117.

MR. SPEAKER : The Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

[English]

Price of Colour T.V.

*104. **SHRI PIYUS TIRAKY :** Will the PRIME MINISTER be pleased to state :

(a) whether Government are taking steps to bring down the price of colour TV to Rs. 5000/-;

(b) if so, the details of the import relief granted for the purpose;

(c) the details of the colour TV picture-tubes and kits being imported for the purpose, with names of the manufacturers and their country and the foreign exchange involved; and

(d) when adequate quantity of colour TV picture tubes and the necessary kits will be manufactured indigenously ?

THE PRIME MINISTER (SHRI RAJIV GANDHI) : (a) Various steps are being taken to bring down the price of Colour TV Sets. These include :

- (i) Issuing industrial approvals liberally, without any upper limit on capacities so that economically viable level of production could be achieved and competition encouraged.
- (ii) Reducing Government levices like customs duty on imported raw materials/components, reduction in excise duty, etc.
- (iii) Department of Electronics has set up a high power TV Coordination Committee under the Chairmanship of Secretary, Electronics with representation 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 16-8-1984, 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 and Rs. 7000/- with turret tuner.

Further, in the meeting of this Committee held on 21-12-1984, 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 so. The lists would be made public.

(iv) Electronics Trade and Technology Development Corporation (ET and T), a public sector undertaking under the Department of Electronics, under their "Material Technology Brand Name" (MTB) programme will provide help to industry to produce quality products at reasonable cost by supplying material procured by them in bulk along with necessary technology. It is expected that CTVs manufactured under this scheme will be available at a price less than the price at which the CTVs are being sold in the market.

(v) ET and T shall supply Colour Picture Tubes in adequate quantities to the various Colour TV manufacturers. It is expected that with the above steps and the market forces operating, CTV sets will become available to the consumers at a reasonable price.

(b) As per announcement made in Parliament on August 18, 1983. Customs Duty on—

(i) Imported components such as Colour TV Tubes, ICs, Resistances, Capacitors, etc. has been reduced from 158% to 75%.

(ii) Capital equipment needed for manufacture of Colour TV Receivers has been reduced from 35% to 25%. In addition, excise duty on Colour TV Receiver sets has been reduced from

25% (plus 5% surcharge) to 15% for a Colour TV set with screen size upto 51 cms.

(c) Colour Picture Tubes have been imported by Electronics Trade and Technology Development Corporation from—

(i) M/s Samsung, South Korea;

(ii) M/s Philips, Holland/Taiwan;

(iii) M/s Toshiba, Japan;

(iv) M/s Videocolour, France/Italy;

(v) M/s ITT, West Germany; and

(vi) M/s Gold Star, South Korea.

A total quantity of 15,97,900 Colour Picture Tubes have been contracted since September, 1983 at an FE value of approximately 96 million U. S. Dollars. No CTV kits are being imported by ET and T for assembling CTV Sets.

(d) It is expected that indigenous manufacture of Colour Picture Tubes will commence before end of 1987.

"Pollution from Oilfields in Assam"

*108. SHRI MOHD. MAHFOOJ ALI KHAN : Will the PRIME MINISTER be pleased to state :

(a) whether the attention of Government has been drawn to the news item appeared in the 'Economic Times' of 28 February, 1985 regarding pollution from oilfields in Assam assuming serious proportions; and

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

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

(b) The Oil India Limited has a closed system of operation which does not cause pollution problems. The Oil and Natural Gas Commission has installed an effluent treatment plant at Lakwa since, September, 1984. Another plant is being installed at their Rudrasagar oil field.

Poor occupancy in ITDC Hotels

*110. SHRI KAMAL NATH : Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) whether the rate of occupancy has been very poor in ITDC hotels during the current financial year;

(b) if so, the reasons therefor;

(c) whether maintenance and service in Government run hotels leave much to be desired; and

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

THE PRIME MINISTER (SHRI RAJIV GANDHI) : (a) Out of 24 hotels run by the ITDC throughout India, stretching from the period of April 1984 to February 1985, 13 hotels have maintained/improved their occupancy over the corresponding period of the previous year. Only 9 hotels showed a decline in occupancy. Of the balance 2 hotels, Hotel Janpath was under renovation for a substantial part of the year, and the Ashok Yatri Nivas increased its room capacity considerably. Hence, occupancies of these two hotels are not comparable with the figures of the previous year.

(b) Of the 9 hotels affected, three are located in New Delhi and one in Bangalore. The main reason for the fall in occupancy in these four hotels is creation of surplus hotel capacity in these 2 cities. In the remaining 5 hotels whose locations were decided for purely promotional reasons, the low occupancy is due to the overall decline in tourist traffic in 1984.

(c) and (d)- No, Sir. However, improvement of service and maintenance is a continuous process in all hotels, and this is monitored both by the ITDC and the Government on a continuing basis.

Regular Utilization of Sports Stadia and Equipments

*111. SHRI K. RAMAMURTHY : Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state :

(a) how the various stadia and other

sports arena constructed for Asian Games held in New Delhi are being utilised since the conclusion of Asian Games till date;

(b) the steps taken to keep secure the valuable sports equipment and machinery imported for Asian Games ;

(c) whether any constructive plan has been formulated for regular and constant use of such stadia and sports arena in New Delhi ; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEVELOPMENT YOUTH AFFAIRS AND SPORTS (SHRI R. K. JAICHANDRA SINGH) : (a) to (d). The various stadia and other sports arenas constructed for IX Asian Games held in Delhi have been utilised since the holding of the Games, mainly for holding sports events coaching in sports, and, in the case of some stadia, also for providing residential accommodation at concessional rates to sports-persons. The sports equipment and machinery imported for Asian Games are kept under proper security and maintained by technically qualified staff.

The Sports Authority of India, which is concerned with the utilization of the stadia constructed for the Asian Games, is already ensuring their utilization in co-operation with the national sports federations concerned. With a view to promoting greater utilization of the stadia for holding sports events and coaching camps, the Authority has introduced a plan in which no fee would be charged from organisers for holding sports events without gate-money. Even where gate-money is charged by the organisers, the rent payable by them to SAI would be modest.

Special Tours to Places of Buddhist Interest for Japanese Tourists

*112. SHRIMATI KISHORI SINHA : Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) whether special tours are being organised for Japanese tourists to cover

places of Buddhist interests in the country; and

(b) if so, whether these tours have received good response from Japanese tourists ?

THE PRIME MINISTER (SHRI RAJIV GANDHI) : (a) and (b). India Tourism Development Corporation in collaboration with the Indian Railways have organised package tours using a specially introduced luxurious air-conditioned train called the 'Great Indian Rover' which covers Calcutta-Nalanda-Rajgir-Bodhgaya-Sarnath-Kushinagar and Lumbini (in Nepal).

Various travel agents and tour operators also organise special package tours for Japanese tourists to visit places of Buddhist interests in India.

Meeting of Indo-Iranian Joint Commission

***113. PROF. RAMKRISHNA MORE** : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether a meeting of Indo-Iranian Joint Commission was held in November, 1984 ; and

(b) if so, the outcome thereof ?

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

(b) The two sides agreed to take steps to strengthen bilateral co-operation in various fields including industry, trade, culture, consular matters, information and education.

Terrorist Activities by Tribal National Volunteers

***114. SHRI ANAND SINGH** : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether the so-called Tribal National Volunteers have again started their terrorist activities in recent months;

(b) if so, the number of terrorist incidents which have taken place during the last three months and the details thereof;

(c) whether any evidence of foreign hand has come to light behind such activities ; and

(d) if so, the details thereof ?

THE MINISTER OF HOME AFFAIRS (SHRI S.B. CHAVAN) : (a) The Tripura National Volunteers (TNV) have been engaging in their terrorist activities in the recent months.

(b) The number of incidents during the last three months is 17. The details of the incidents are given in the statement attached.

(c) and (d). According to information available, insurgents of the organisation Tripura National Volunteers are operating from bases within Chittagong Hill Tracts of Bangladesh. These are also reports of their being trained in Bangladesh. The matter was taken up with the Bangladesh Government repeatedly. The Bangladesh Government, however, denied that the TNV had set up bases in Bangladesh or that the organisation was receiving training or any other kind of assistance from the Government there.

Statement

| Sl. No. | Date and Place | No. Killed | | Brief Details |
|---------|---|------------|------------|--|
| | | SF/Police | Civilians. | |
| 1 | 2 | 3 | 4 | 5 |
| 1. | 8-1-85 Nunchhara, PS Kailashahar, North Tripura. | — | 6 | 6 Bengali Labourers were killed when they had gone to the forest to cut grass. |

| 1 | 2 | 3 | 4 | 5 |
|-----|---|---|---|--|
| 2. | 12-1-85 Sonachhara, PS Birganj, South Tripura. | — | — | 6 Non-tribals were attacked by TNV extremists. Extremists also snatched away from them Rs, 13,000. |
| 3. | 4-1-85 Batirambari, PS Birganj, South Tripura. | — | — | Rs. 600/- and wrist watch were snatched by the TNV extremists from Bomboo traders. |
| 4. | 21-1-85 Rambali Reangpara PS Kanchanpur, North Tripura. | — | — | A Group of TNV extremists murdered Rambali Reang Grampradhan and assaulted his son. Rs. 700/- in cash and some silver ornaments were also snatched. |
| 5. | 19-1-85 Mitrajoypara, Chandipur, PS Kanchanpur, North Tripura. | — | — | TNV extremists alongwith Kaisaram Reang snatched away Rs. 300/- from Paiha Reang and also demanded more before 15-2-1985, otherwise his family member would be killed. |
| 6. | 22-1-85 Paikhola, PS Belonia, South Tripura. | — | 1 | Former Gaonsabha member who was active worker GMP (CPM) was done to death. |
| 7. | 5-2-85 Near Mandai, P.S. Jirania, West Tripura. | — | 2 | TNV extremists raided the house Rashi Ram Deb Barma (MLA-CPM) and on not finding him, they shot dead one labourer and injured two others. One of the injured later succumbed to injuries. |
| 8. | 5-2-85 Bhrigudasbari, and CHARGARIA villages PS Jirania, West Tripura. | — | — | Extremists made forcible collection/looting amounting to Rs. 15,000,00. |
| 9. | 7-2-85 Kasku, PS Birganj, South Tripura. | 1 | 2 | Tribal extremists raided the house in which Binanda Jamatia alongwith 7 of his associates were sleeping. Dead body of one Krishiya Kumar Jamatia was recovered and the deadbody of Binanda Jamatia, former President ATPIO, has been recovered from nearby jungle. |
| 10. | 14-2-85 Near Barkathal, PS Sidhai, West Tripura. | — | — | One Tribal extremists was killed in an encounter with the CRPF and his arms recovered by the CRPF. |

| 1 | 2 | 3 | 4 | 5 |
|-----|---|---|---|---|
| 11. | 33-2-85 Kanchanbari, PS Fatikroy, North Tripura. | — | 2 | Two persons including a forester were killed when a group of (20/25) armed tribal extremist raided the place. |
| 12. | 21/22-2-85 Baizalbah Primary Health Centre, Khowai, West Tripura. | — | — | Doctors and Nurse of Health Centre were kidnapped by suspected TNV extremists. |
| 13. | 1-3-85 Chailtchera PS Manu, North Tripura. | — | 2 | Tribal extremists abducted two Chakmas and chopped off their heads. |
| 14. | 3-3-85 ORIACHERA Vill. PS Kanchanpur North Tripura. | — | 1 | Non Tribal money lender was kidnapped and his dead body with multiple injuries was recovered. |
| 15. | 7-3-85 Lakhan Das Para PS Takarjola West Tripura. | — | — | Armed tribal extremists raided the house of a surrendered extremists and fired 7/8 rounds towards him. However he escaped unhurt. |
| 16. | 7-3-85 CAHIRAMPAKA PS Takarjola West Tripura. | — | — | Armed Tribal extremists kidnapped Brijmohan Deb Barma who was collecting funds from the area in the name of TNV. |
| 17. | 8-3-85 BELBARI PS JIRANIA West Tripura. | — | — | Passengers bus was intercepted by tribal extremists and passengers looted. One pregnant woman and a boy (10) sustained injuries. |

[Translation]

**Facilities to Foreign Tourists During
'International Youth Year'**

*116. SHRI CHHITUBHAI GAMIT :
Will the Minister of TOURISM AND
CIVIL AVIATION be pleased to state :

(a) whether the Department of Tourism has announced some schemes offering accommodation and certain other facilities at concessional rates to attract foreign tourists during the current 'International Youth Year'; and

(b) if so, the details thereof ?

THE PRIME MINISTER (SHRI
RAJIV GANDHI) : (a) and (b). 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/Union Territory Governments and Youth Hospitals Association of India. Youth from all over the country will be invited to participate in the above festivals. Youth from foreign countries will be invited to participate in the National Youth Festival.

ITDC is offering "Ashok Young Explorers Travel Plan" which is a package tour available during the International Year of Youth at US \$10 per day per head which includes accommodation and breakfast. This is open to groups of 15 bonafide students (below 30 years of age) along with the teacher with spouse being given complimentary facility.

Indian Airlines has also introduced

concessional fares for foreign tourists and Indian residents abroad for visiting India. Under this scheme a tourist can travel by Indian Airlines a number of stations in anyone of the four regions : Western, Southern, Eastern or Northern for seven days by paying US \$209 only.

Air India is also organising trekking programme in collaboration with the Department of Tourism and Youth Hostels Association of India. These are open to all individual members and groups from member associations of IYHF (International Youth Hostels Federation) and other similar clubs and organisations.

Government of Sikkim has also organised treks, during March/April and May/June, 1985 which are open to foreign as well as domestic tourists.

[English]

Memorial and Library for Freedom Fighters

*117. SHRI C. MADHAVA REDDY : Will the Minister of CULTURE be pleased state :

(a) whether many M.Ps. and national leaders had been writing for setting up of a Memorial and Library to commemorate the memory of freedom fighters who were lodged in Andaman & Nicobar Island jails and if so, details thereof;

(b) whether these long pending suggestions have now been put into effect; and

(c) whether Government will bring out a suitable publication with photographs of all freedom fighters—jailwise in the country ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF PERSONNEL AND ADMINISTRATIVE REFORMS AND CULTURE (SHRI K.P. SINGH DEO) :

(a) Yes, Sir. Requests have been received for the setting up of a museum and library at Port Blair in honour of Freedom Fighters. These are looked into by the local administration as and when received.

(b) The Cellular Jail has already been

converted into a national memorial; the administrative block is being maintained as a Museum; photographs of Freedom Fighters and other materials have already been exhibited in the Museum. Acquisition of materials of historic importance and setting up of the Library is in progress.

(c) Several Official Publications giving particulars of Indian Freedom Fighters have already been brought out from time to time.

Proposals to States on Administration

*118. SHRI B.V. DESAI : Will the PRIME MINISTER be pleased to state :

(a) whether Union Government have sent proposals to all State Government for streamlining official machinery to ensure a clean and efficient administration;

(b) if so, the proposals forwarded to the States and how many State Governments have replied to the proposals; and

(c) the action taken by Union Government in this regard ?

THE PRIME MINISTER (SHRI RAJIV GANDHI) : (a) to (c). A Conference of Chief Secretaries was convened to discuss measures to streamline the machinery of Government so as to secure a clean and efficient administration. The measures discussed included streamlining the development administration, improving delivery of supplies and services, arrangements for redress of grievances, personnel management policies, training needs, modernisation of offices, simplification of rules and procedures especially which affect the public, delegation and decentralisation. State Governments have been requested to implement the conclusions arrived at in the Conference on a time bound basis. This is being followed up.

[Translation]

Programme for Rural Youth during International Youth Year

*119. SHRI DILEEP SINGH BHURIA : Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state :

(a) whether Government have allocated

any funds for organising the International Youth Year;

(b) if so, the amount thereof;

(c) whether any special schemes or programmes for the rural youth have also been chalked out as a part of the International Youth Year celebrations;

(d) if so, the nature and broad details;

(e) whether youth from the rural areas would be specially selected for sending them abroad under the International Youth Exchange Programme and such youth exchange programme has also been chalked out; and

(f) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF YOUTH AFFAIRS AND SPORTS (SHRI R.K. JAICHANDRA SINGH) : (a) to (f). The Department of Youth Affairs and Sports allocated a sum of Rs. 10 lakhs in 1984-85 and has proposed an allocation of Rs. 50 lakhs for 1985-86 exclusively for the observance of 1985 as the 'Year of the Youth'. These sums are in addition to the anticipated expenditure of about Rs. 14 crores on youth programmes during the year 1984-85 and the proposed allocation of about Rs. 17.5 crores in the year 1985-86 for these programmes which have been intensified in the light of the International Youth Year.

Special programmes for rural youth have been undertaken and will continue. Some of the important programmes *inter-alia* include : Holding of the National Youth Forum and seminars and exhibitions of interest to young people in the districts; organisation of national integration camps in different parts of the country; observance of National Youth Day and National Youth Week throughout the country involving activities like special work-projects, elocution contests, essay and drawing competitions, cultural and sports activities; organisation of local youth festivals involving different facets of rural life such as exhibitions of handicrafts made by rural youth; holding of rural sports competitions and festivals; activities aimed at creating awareness against social evils like dowry, casteism, communalism etc. and in

favour of nationally accepted values such as pride in Indianness, secularism, discipline, democracy, unity, etc.; introduction of new vocational training programmes, preservation and improvement of environment by tree plantation, cleanliness drives, etc.; grant of special railway concessions to youth groups; and strengthening of rural youth club and Nehru Yuvak Kendra movement to promote youth programmes by opening during the Seventh Five Year Plan Kendras in all such districts as do not already have them.

Under Cultural Exchange Programmes small youth delegations are sent abroad for exchange of views and sharing of experience. Under such programmes youth delegations were sent recently to Egypt, Bahrain and Hungary. While selecting young persons for inclusion in such delegations, due consideration has been given to youth from rural areas.

[English]

Activities of Naxalites

*120. SHRI VILAS MUTTEMWAR : Will the Minister of HOME AFFAIRS be pleased to state :

(a) the names of the places in the country where Naxalites are operating actively at present;

(b) whether Government are aware that Naxalites are very active in the Garhchiroli district in Maharashtra also and their number is growing very fast; and

(c) if so, the reasons thereof and the steps being taken by Government to check the activities of Naxalites there ?

THE MINISTER OF HOME AFFAIRS (SHRI S.B. CHAVAN) : (a) to (c). Different naxalite groups are operating actively in the districts of Adilabad, Karim Nagar, Warangal, Khammam and Nizamabad in Andhra Pradesh and in the districts of Patna, Gaya, Bhojpur, Nalanda and Aurangabad in Bihar and in Gadchiroli district of Maharashtra. Naxalite activities have also come to notice in some pockets of West Bengal, Kerala, Punjab, Tamil Nadu and Madhya Pradesh.

2. According to information received

from the Government of Maharashtra, naxalites are taking advantage of thick jungles, backward economic and social conditions of adivasis and lack of communication facilities in Gadchiroli district of the State. Following steps have been taken by the State Government to check naxalite activities :

- (a) State Reserve Police Force party deployed at various places of Gadchiroli district.
- (b) New Police Station and out-post created in the area.
- (c) Patrolling by police parties by jeeps was intensified.
- (d) A number of VHF sets have been installed in affected area.
- (e) Inter state meetings of senior Police Officers from Andhra Pradesh, Madhya Pradesh and Orissa were held to discuss the problem.
- (f) Local persons of affected areas knowing Telugu, Gandia, Madia languages have been recruited as police constables.
- (g) Photographs of absconding naxalite were given to concerned officers for maintaining watch; and
- (h) Interstate liaison with bordering states is maintained by sending monthly/fortnightly review of extremist activities.

Public Sector Enterprise for Helicopters

571. SHRI PIYUS TIRAKY : Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) whether Government are proposing to float a public sector enterprise to acquire and maintain a fleet of helicopters for operation within the country;

(b) if so, the details of the plan;

(c) the details of the countries and helicopter manufacturing companies from where helicopters will be purchased for the purpose; and

(d) what will be the total number of helicopters in the fleet ?

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

(a) It is proposed to set up a Helicopter Corporation, 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 natural calamities. A committee was constituted by Government to formulate a detailed project report. The Committee has submitted its report on 15-3-1985.

(b) to (d). The plans in this behalf are yet to be formulated.

Excavation at Agroha, Haryana

572. SHRI R.P. DAS : Will the Minister of CULTURE be pleased to State :

(a) whether Haryana Archaeology and Museums Department has restarted the excavation at Agroha; and

(b) if so, in view of its antiquity and past glory, why the Archaeological Survey of India has not come forward with a helping hand to the State to explore further this historical site with its expertise and resources ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF PERSONNEL AND ADMINISTRATIVE REFORMS AND CULTURE (SHRI K. P. SINGH DEO) :

(a) Yes, Sir.

(b) The State Departments of Archaeology function outside the administrative control of the Archaeological Survey of India. In case, any specific request for assistance is received, it is favourably considered. No such request has been received from the State Department of Archaeology, Haryana.

Recommendations Made by Seminar Organised by CSMCRI, Bhavnagar

574. SHRI MANIK REDDY : Will the PRIME MINISTER be pleased to state :

(a) whether a Seminar was organised

by Central Salt and Marine Chemicals Research Institute, Bhavnagar (CSIR Lab.) recently;

(b) if so, details of recommendations made and steps taken for implementation thereof; and

(c) details of participants and total expenditure incurred, including TA/DA etc. ?

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) A National Conference on Water Desalination was organised by Central Salt and Marine Chemicals Research Institute (CS and MCRI), Bhavnagar from 10th to 13th February, 1984.

(b) A Statement is attached.

(c) (i) 93 External delegates and 48 Scientists of the Institute participated in the Conference.

(ii) The details of expenditure are as under :—

| | |
|---|-------------|
| (1) Inauguration : | 5,836.50 |
| (2) Distribution of Conference Material to participants : | 55,557.55 |
| (3) Transport : | 6,385.22 |
| (4) TA/DA : | 2,826.80 |
| (5) Secretarial : | 1,640.20 |
| (6) Advertisement : | 2,300.00 |
| (7) Lunches/Dinner/Refreshment : | 36,306.40 |
| (8) Miscellaneous : | 3,172.33 |
| | 1,14,025.00 |

Statement

A. Recommendations made in the Conference :—

(1) There is a necessity of establishing

immediately demonstration plants in the four affected States of Gujarat, Rajasthan, Tamil Nadu, Andhra Pradesh with a view to obtaining field data on the techno-economic performance and social acceptability.

(ii) Based on the experience of these plants more number of demonstration plants in several States may be installed in the ensuing financial year.

(iii) It is also necessary to install large capacity desalination plants based on indigeneous technology to cater to the needs of bigger villages, urban conglomeration and industrial complexes during VIIth Plan period.

(iv) (a) For the successful implementation of the above programme it is absolutely necessary to embark upon the training programme for various category personnel to be conducted at Central Salt and Marine Chemicals Research Institute, Bhavnagar, in the first instance.

(b) Periodical Workshops are to be held in selected fields related to water desalination.

(v) Industry should come forward and Government should give encouragement in terms of some concessions to the industry manufacturing water desalination plants for potable purposes based on indigeneous technologies.

(vi) The Conference recognises the need for more R and D efforts in this field and recommends that the necessary financial support may be extended during the VIIth Plan period by the Central as well as the State Governments.

B. Follow-up action taken by Central Salt and Marine Chemicals Research Institute, Bhavnagar.

(1) The Institute has undertaken setting up two Reverse Osmosis and two Electro dialysis plant for desalination of brackish/saline water available at

source in Andhra Pradesh, Tamil Nadu, Gujarat and Rajasthan States.

- (ii) The Reverse Osmosis plant of 30,000 litre per day capacity (product water) has been installed at village Melakodamalur, Paramkudi in Ramnad Circle of Tamilnadu and is in operation since 15th January, 1985.
- (iii) The other Reverse Osmosis plant is to be installed in village which is yet to be identified in Rajasthan.
- (iv) The Electrodialysis plant of 30,000 litre per day capacity are expected to be installed very soon at village Nochivayal at the outskirts of Ramnathapuram in Tamil Nadu and at village Adishar in Gujarat State.
- (v) It is also proposed to install two large scale Reverse Osmosis plants of 50,000 litre per day capacity in Andhra Pradesh and Tamilnadu. The Reverse Osmosis plant at village Puthagaram 25 Km from Madras is expected to be commissioned by 31st March, 1985.
- (vi) A short term Desalination Training programme was sponsored by the Ministry of Works and Housing was organised by the Central Salt and Marine Chemicals Research Institute, Bhavnagar from 21st January to 25th January, 1985 for the benefit of public Health and Environmental Engineers nominated by the State Government. 15 Engineers from Gujarat, Tamilnadu, Andhra Pradesh and Rajasthan participated in the above training programme. Certificates were awarded to Trainee Engineers.

"Long Range Effect of the Products of Multinational Companies on Environment."

575. SHRI N. DENNIS : Will the PRIME MINISTER be pleased to state :

(a) whether Government are aware that multinational companies holding big hand in the market sell their products without thinking about their long range

effect on environment and these pesticides are not only hazardous to human and other creatures but affect soil fertility and soil flora;

(b) whether Government feel that continous use of chemicals results in increased resistance to these chemicals by insects and weed plants resulting in a very delicate balance of nature; and

(c) if so, the steps Government have taken in this regard so that this work could be done at the proposed 'Pesticide Research and Development Centre' established by Government ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BIR SEN) : (a) The use of pesticides is regulated through Insecticide Act, 1968 and the rules framed thereunder. No pesticide whether of a multinational or national company, is registered for use in the country without scrutinizing its long-range toxic effects.

(b) Yes, Sir. When indiscriminately used, these chemicals can disturb the delicate balance in nature.

(c) Pest control authorities are advised to use these chemicals judiciously. Efforts are also being made in different scientific organisations like ICAR, CSIR, ICMR and some universities to study the effects of these chemicals as also to develop chemicals and approaches, which are ecologically safe. Pesticide Research and Development Centre which is being established by the Hindustan Insecticides Ltd., a Public undertaking, for development of technology for production and formulation of pesticides as well as their safe use.

Rural Development Programme for West Bengal

576. SHRI ZAINAL ABEDIN : Will the Minister of PLANNING pleased to state :

(a) whether the Government of West Bengal submitted any proposal to the Planning Commission for rural development in that State in 1985-86;

(b) if so, the salient features of the said proposal;

(c) when it was submitted to the Commission;

(d) whether the Commission has cleared the said proposal;

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

(f) if not, the reasons for the delay;

(g) in what time it would be cleared by the Commission; and

(h) steps so far taken to clear the said proposal ?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI K. R. NARAYANAN) : (a) Proposals for Rural Development were received from the State Government of West Bengal as a part of the Annual Plan proposals for 1985-86 for the State.

(b) The proposals relate to Centrally sponsored Programmes such as Integrated Rural Development Programme and National Rural Employment Programme and other Rural Development programmes like community development and Panchayats and Land Reforms.

(c) The proposals were received in January, 1985.

(d) to (h). The Annual Plan proposals for 1985-86 of all State Governments including the Government of West Bengal are to be discussed with the State Governments and finalised shortly.

Dowry Deaths

577. SHRI MOHAN LAL PATEL : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether the number of dowry deaths is increasing steadily in the country;

(b) what is the total number of dowry deaths in each state during the last 3 years; and

(c) what measures are being taken by Government to put an end to this mal-practice ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) to (c). The State Governments and Union

Territory Administrations are responsible for enforcing law relating to offences. The available information regarding dowry death cases committed during the years 1982, 1983 and 1984 is given in the Statement laid on the table of the House [Placed in Library See No. LT-591/85]. Detailed instructions were issued to all State Governments and Union Territory Administrations (except Jammu and Kashmir and Sikkim) on the subject. A copy of these instructions is attached herewith us Statement laid on the table of the House [Placed in Library See No. LT-591/85].

2. The Indian Penal Code, The Code of Criminal Procedure, 1973 and the Indian Evidence Act, 1872 have been amended by the Criminal Law (Second Amendment) Act, 1983 (Act No. 46 of 1983) to deal effectively not only with cases of dowry deaths but also cases of cruelty to married women.

Introduction of Solar Energy in Rural Areas

**579. SHRI AMARSINH RATHAWA :
SHRI CHINTAMANI JENA :**

Will the PRIME MINISTER be pleased to state :

(a) the Government's policy for popularising use of solar energy in the country;

(b) whether any experiment has been made for introducing it in rural areas, if so, the details thereof and how far it is successful; and

(c) the details of the subsidy given to the State Governments for the programme ?

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) Government is actively promoting and popularising use of solar energy and other renewable sources of energy in the country with a view to supplementing conventional sources of energy and providing energy for decentralised use for a variety of applications. The programme includes Research and Development, Demonstration, Commercialisation and Utilisation of Solar Energy technologies.

(b) Solar Photovoltaic systems have been installed in rural areas for applications such as water pumping for irrigation and drinking water supply, street lighting, community lighting, community radio and TV sets, etc. Small solar power units have also been installed in a few villages for purpose of trial and demonstration. Other solar systems such as solar driers, timber kilns and solar cookers have also been demonstrated in rural areas. The performance of systems has in general been satisfactory with normal maintenance. The response has also been generally favourable.

(c) The following subsidy/support is being provided to State Governments for installation of various solar devices :

- (1) For solar thermal systems such as water heating, air heating, desalination systems, timber kilns, crop driers and community solar cookers the Central Government can meet 75% of the cost.
- (2) Solar Photovoltaic water pumping systems and community lighting systems for use in unelectrified remote areas are being supplied at a subsidised price of Rs. 25,000/- to State Governments and their agencies.
- (3) In respect of street lighting units supplied to State Electricity Boards and other State Government agencies, the cost of the photovoltaic modules, tubelights and timer sensor devices is being met by the Central Government.

Administrative Tribunals for Government Servants

580. SHRI G.V. RAMA RAO : Will the PRIME MINISTER be pleased to state :

(a) whether Government have set up Administrative Tribunals as provided in the Constitution for all Central Government Servants located throughout the country;

(b) if so, details thereof; and

(c) whether Government propose to

consider setting up specialised separate tribunals, State-wise and in Union Territories to cater to the needs of scientific/technical institutions such as ICAR/ICMR/CSIR, etc. ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF PERSONNEL AND ADMINISTRATIVE REFORMS AND CULTURE (SHRI K.P. SINGH DEO) :

(a) and (b). The Administrative Tribunal Bill has been passed by both Houses of Parliament in January, 1985. Action is in hand to set up the various benches.

(c) No such proposal is under consideration of the Government.

Efficiency through Computers and Electronics

581. KUMARI PUSHPA DEVI : Will the PRIME MINISTER be pleased to state :

(a) whether Government have a proposal to bring about greater productivity and efficiency through the use of computers and electronics;

(b) if so, the plan and programme of Government in this regard; and

(c) 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 ELECTRONICS (SHRI SHIVRAJ V. PATIL) : (a) Yes, Sir.

(b) and (c). Department of Electronics has planned, through the computers and control activities, a number of promotional programmes in this direction which broadly are :—

1. In-house Programmes :

1.1 Promotional activities such as National Informatics Centre.

1.2 Technology Development Programme—

Under this, several specific projects have been indentified, funded and implemented in industries such as

mining, sugar, etc. to bring about greater productivity and efficiency.

2. Inter-acting with user organisations in the procurement of appropriate computer and electronics equipment.
3. Through the licensing mechanism, initiating manufacturing programmes geared for availability of the requisite hardware and software within the country.

While the above activities have been pursued over the last decade, with a view to provide an accelerated tempo significant steps have been taken in the last few months. A comprehensive package of new policies were announced for the computer and computer related activities in November, 1984. A whole package of proposals in the entire area of computer, control and electronics instrumentation have been proposed as part of the overall 7th plan strategy aimed at providing productivity and efficiency.

Declaration of Tourism as Export Industry

582. SHRI CHINTAMANI JENA : Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) whether the tourism industry has urged Government to include and declare tourism industry an export industry and grant all the amenities as are given to any unit, which is engaged in exporting its products;

(b) if so, the steps that have been taken by Government in this regard;

(c) whether the Tourism Department has suggested improvement of airports on long-term basis, more air capacity, quality transportation on ground and more beds in destinations favoured by the tourists; and

(d) the action taken by Government thereon ?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) : (a) and (b). 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 Department has accordingly taken up the question of declaring tourism as an Industry, both with the State Governments and the concerned Ministries of the Central Government. The industry has also made certain suggestions for grant of concessions/incentives which are presently under the examination of the Department.

(c) and (d). The International Airport Authority of India and the Department of Civil Aviation have proposals for improvement of airports in the country. The Indian Airlines have also proposals to increase its existing air capacity during 1985-86. To improve the quality and number of surface transport, the Department grants loans to private transport operators for purchase of cars and coaches for use by tourists. Similarly, for augmenting the hotel bed capacity, the Department grants subsidy on hotel loans advanced by IFCI. Further, the Department in collaboration with the State Governments has schemes for providing accommodation at places visited by tourists, both international and domestic. The Department also has a scheme to provide inexpensive accommodation at the major pilgrim centres through Bharatiya Yatri Avas Vikas Samiti, a registered Society. In the Seventh Five Year Plan, the Department has proposals to construct economy class hotels.

Infiltration of Bangladeshis in Assam and North East India

583. SHRI ANANTA PRASAD SETHI : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether infiltration of Bangladeshis, particularly in Assam and North East India, is continuing unabated despite all precautions;

(b) if so, whether it is also a fact that while the vulnerable Dhubri and Cachar-Karimganj districts of Assam are the favourite entry points for infiltration, Kishanganj sub-division of Katihar district of Bihar and the eastern borders of the 24

Parganas, Murshidabad and Nadia districts of West Bengal are among favoured areas;

(c) if so, the number of infiltrators who have got entry into border areas during the last three years; and

(d) the reaction of Government and the steps taken to check the entry of infiltrators there ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) Infiltration of Bangladeshis in Assam and North-East India has come down in recent years due to increased vigilance of security forces on the border.

(b) Does not arise.

(c) The number of infiltrators intercepted by the BSF as well as received by the BSF from other agencies during the years 1982 to 1984 was 3076 in the case of Assam, 395 in the case of Meghalaya, 5668 in the case of Tripura and 55911 in the case of West Bengal. All the infiltrators mentioned above were sent back to Bangladesh.

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

Setting up of Electronics Industry in Kerala

584. **SHRI V.S. VIJAYARAGHAVAN :** Will the PRIME MINISTER be pleased to state :

(a) whether any proposal has been received from the Kerala Government for setting up of electronic industries; and

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

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

proposal has been received from the Government of Kerala for setting up of Electronics Industry. However, during the past 1 year, Kerala State Electronics Development Corporation has made application for a Letter of Intent in respect of the following :

| Item | Capacity | Location | Application No. |
|-------|--------------|---------------------------|----------------------------|
| EPABX | 50,000 lines | Connanore Distt., Kerala. | 2231 (84)/IL dt. 1-12-1984 |

(b) The case has been recommended for rejection as a number of State Electronic Corporations have already been issued with Letter of Intent for EPABX/EPAX equipment.

Direct Flight between Trivandrum and Gulf Countries

585. **SHRI K. KUNJAMBU :** Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) the names of countries in the Gulf region to which direct flights are operating from Trivandrum at present;

(b) whether there is any demand from the Indians working in Gulf for more direct flights between Trivandrum and the Gulf-countries; and

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

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) : (a) Air India is presently operating direct flights from Trivandrum to Dubai, Abu Dhabi, Sharjah, Ras-al-Khayamah, Kuwait, Dhahran (Saudi Arabia).

(b) and (c). Yes, Sir. Requests have been received for arranging direct flights from Trivandrum to Doha (Qatar), Muscat (Oman) and Jeddah (Saudi Arabia).

Air India had filed flight schedules with the aeronautical authorities of Qatar and Oman for operating services between Trivandrum/Doha and Trivandrum/Muscat

respectively. These however were not approved by them as the latter have demanded reciprocal rights for Gulf Air to operate to Trivandrum. Gulf Air is not entitled to operate to Trivandrum under the existing bilateral air services arrangements. This has been pointed out to them and efforts are being made through diplomatic channels to obtain the requisite permission for Air India to operate to Doha and Muscat.

Direct operations by Air India between Jeddah and Trivandrum are not feasible due to technical/operational reasons.

Sale of Cheaper T.V. Sets

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

(a) whether Government took a decision some 18 months ago to bring down the prices of both colour and black and white TV sets to Rs. 5,000/- in case of 51 cm. colour TV set and Rs. 1,000/- for 35 cm. black and white TV set;

(b) the steps which Government propose to take to ask the Electronics Trade and Technology Development Corporation to make cheaper colour sets available at not more than Rs. 5,500/-; and

(c) whether keeping in view the expansion in TV coverage and country's social and educational needs particularly in the farflung rural and tribal areas, Government will promote the sale of cheaper black and white TV sets through its own undertakings ?

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) 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 cm. screen size should be available around Rs. 5,000/- + local taxes.

(b) and (c). Electronics Trade and

Technology Development Corporation (ET and T), a public sector undertaking under Department of Electronics, has taken up a programme for supply of material, technology and brand name with the objective of providing black and white and colour TV sets at reasonable prices. It is expected that CTVs manufactured under this scheme will be available at a price less than the price at which the CIVs are being sold in the market. It will also promote sale of Black and White TV sets under its popular brand names as a part of the MTB scheme.

"Installation of Sewage Treatment Plants In Cities Situated on Banks of Ganga

587. SHRI SANAT KUMAR MANDAL : Will the PRIME MINISTER be pleased to state the name of cities situated on the banks of the Ganga in West Bengal where sewage treatment plants will be installed under the action plan and the agency to whom their proper operation and maintenance will be entrusted ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BIR SEN) : Seventeen Cities in West Bengal where treatment plants will be installed under the Action Plan are : Behrampur, Nabadwip, Hugli-Chuchura, Chandannagar, Bhatpara, Barrackpore, Srirampur, Titagarh, Panihati, Bali, Kamarhati, Baranagar, South Dum Dum, Jadavpur, Garden Reach, Naihati, South Suburban.

The executing agencies for the action Plan will be the respective State Governments and State Boards for Prevention and Control of Water Pollution.

Acquiring of Harpoon Missiles by Pak from USA

588. SHRI AJAY BISWAS : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Government are aware that Pakistan will get 'Harpoon' missiles very soon from USA;

(b) whether after procurement of this type of sophisticated missiles, the naval strength of Pakistan will increase considerably; and

(c) if so, further steps proposed to be taken by Government of India to counter this effort of Pakistan ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KHURSHEED ALAM KHAN) :
(a) to (c). According to a statement by an official of the US Department of Defence before the US House of Representatives Sub-Committee on Asian and Pacific Affairs on 28th February, 1985, the United States had supplied "Harpoon" missiles to Pakistan in late 1983. Government have also seen reports regarding the possibility of further supply of such missiles to Pakistan in the near future.

Government's serious concern at Pakistan's continued induction of such weaponry has been conveyed on several occasions to the Governments of Pakistan and the USA. Government continue to keep a close watch on all developments having a bearing on the country's security.

Monuments in the Qutab and Tughlakabad Area

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

(a) whether Government's attention has been drawn to the news item appearing in the Hindustan Times, Sunday dated 17 February, 1985 wherein it has been stated that monuments in Qutab and Tughlakabad area are in dilapidated condition;

(b) if so, whether Government propose to take over all these monuments to protect them to attract the tourists: and

(c) if not, the reason thereof ?

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

(b) and (c). Some monuments have already been protected. Those referred to in the news item will be examined and such of them as are found to be of national importance will be considered for protection by the Archaeological Survey of India.

Manuscripts in the Asiatic Society, Calcutta

590. **SHRI CHITTA MAHATA :** Will the Minister of CULTURE be pleased to state :

(a) whether thousands of manuscripts now housed in the Asiatic Society, Calcutta, are in a pathetic condition; and

(b) if so, the details in this regard and steps so far taken for their preservation ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF PERSONNEL AND ADMINISTRATIVE REFORMS AND CULTURE (SHRI K.P. SINGH DEO) :
(a) and (c). A good number of manuscripts in oriental languages were lying unattended in the Asiatic Society, Calcutta before it was declared as an institution of national importance in March, 1984. Physical stock-taking of these manuscripts has been taken up recently. Steps have also been initiated for physical security and preservation of manuscripts including appointment of Cataloguers, installation of machineries, air conditioners, Generator etc. and provision of more space.

Appointment of Ex-Governors/Ex-Ministers as Diplomats

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

(a) whether Ex-Governors/Ex-Ministers on their appointment as diplomats are given the rank of Cabinet Ministers, Ministers of State, etc.

(b) if so, since when this practice was started.

(c) whether Ex-Governors, when appointed as diplomats, have also ADCs to help them; and

(d) if so, names of diplomats having ADCs, etc. ?

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

(b) The practice was started in 1975.

(c) and (d). No, Sir. However, the ADC

to the former Governor, Shri Homi J.H. Teleyarkhan, who is India's Ambassador to Italy since last year, has been posted to the same Mission as Second Secretary.

Thefts of Passengers' Property Including Pick-Pocketing on Railways

592. SHRI K. RAMACHANDRA REDDY : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether thefts of passengers' property and baggage, including pick-pocketing are on the increase and if so, reasons thereof;

(b) how many cases of such thefts have been recorded year-wise during last 3 years, indicating number of cases where property was restored to the passengers;

(c) what was the average time taken to restore goods to the passengers; and

(d) whether any compensation is paid by the Railways to the victims and if so, details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) to (c). As the subject 'Public Order' and 'Police' are in the State List of the VIIth Schedule of the Constitution, it is the responsibility of the State Governments and Union Territory Administrations to enforce law relating to offences. No data in regard to thefts of passengers' property and baggage and pick-pocketing and other details thereof is compiled on all India basis. Therefore, there is no data available to show that such incidents are on the increase and about the number of cases of theft and restoration of property to the passengers.

(d) No compensation is paid to victim passengers for theft of their personal property and baggages.

Wasteland Project

593. SHRI M. RAGHUMA REDDY : Will the PRIME MINISTER be pleased to state :

(a) whether the wasteland project has been set too high and is unrealistic;

(b) whether the project is to be headed by a eco-sociologist of the Ford Foundation; and

(c) whether Government have plans to get expertise from countries such as Israel which has pioneered in this area ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BIR SEN) : (a) to (c) No, Sir.

Refugee Resettlement Programme of West Bengal

594. SHRI PRIYA RANJAN DAS MUNSHI : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether Government propose to review the total refugee rehabilitation programme of West Bengal immediately to consider the problems of housing agriculture and jobs; and

(b) if so, what are the objectives thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) No, Sir.

(b) Question does not arise.

Wasteland Development Boards at Central and State Levels

595. SHRI HARISH RAWAT : Will the PRIME MINISTER be pleased to state :

(a) whether a Wasteland Development Board has been constituted at the Central level;

(b) if so, whether such boards are proposed to be set up at the State level also; and

(c) if so, their proposed working and financial implications thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BIR SEN) : (a) The Government has decided to set up a National Wastelands Development Board.

(b) and (c). Details are being worked out.

[*Translation*]

Rape Cases

596. SHRI C. JANGA REDDY :
DR. A.K. PATEL :

Will the Minister of HOME AFFAIRS be pleased to state :

(a) the total number of rape cases registered during the last three years year-wise and todate; State-wise and Union Territory-wise along with the number of cases out of these registered against the police;

(b) the number of cases in which prosecutions were launched and the number of cases in which culprits were convicted; and

(c) the percentage of Harijan and Adivasi Women among these victims of rape ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) :
(a) to (c). The Criminal Law (Amendment) Act, 1983 (43 of 1983) has amended the Indian Penal Code, the Code of Criminal Procedure, 1973 and the Indian Evidence Act, 1872 to make the law relating to rape more stringent. The implementation of the provisions of the Act falls within the sphere of the responsibility of the State Governments and Union Territories. The available information on the number of rape cases including rape cases registered against Police during the years 1982, 1983 and 1984 State-wise and Union Territory-wise is given in Annexure-I. No separate data regarding rape cases registered against the Police and number of cases in which prosecutions were launched and the number of cases in which culprits were convicted is compiled on all India basis.

The information regarding number of cases of rape committed against Scheduled Castes/Schedule Tribes during the years 1982, 1983 and 1984 (State-wise and Union Territory-wise) is given in Annexure-II/III respectively.

ANNEXURE-I

Statement Showing the number of Cases of Rape in India During the years 1982, 1983 and 1984 (State-wise and Union Territory-wise).

| Sl. No. | States/UTs. | 1982 | 1983 | 1984 |
|---------------|-------------------|-------|-------|--------------------|
| 1 | 2 | 3 | 4 | 5 |
| STATES | | | | |
| 1. | Andhra Pradesh | 245 | 309 | 199 Upto July 1984 |
| 2. | Assam | 198 | 168 | 112 Upto June 1984 |
| 3. | Bihar | 348 | 339 | Not received |
| 4. | Gujarat | 97 | 89 | 140 |
| 5. | Haryana | 90 | 85 | 110 Upto Nov. 1984 |
| 6. | Himachal Pradesh | 25 | 29 | 25 |
| 7. | Jammu and Kashmir | 115 | 146 | Not received |
| 8. | Karnataka | 60 | 85 | 97 |
| 9. | Kerala | 78 | 103 | 124 |
| 10. | Madhya Pradesh | 1,113 | 1,221 | 1,138 Upto Oct. 84 |

| 1 | 2 | 3 | 4 | 5 |
|-------|--------------------|-------|-------|---------------------|
| 11. | Maharashtra | 504 | 557 | 675 |
| 12. | Manipur | 20 | 9 | 12 |
| 13. | Meghalaya | 17 | 8 | 14 |
| 14. | Nagaland | 9 | 8 | 2 Upto Nov. 1984 |
| 15. | Orissa | 137 | 146 | 161 Upto Nov. 1984 |
| 16. | Punjab | 53 | 56 | 56 Upto Nov. 1984 |
| 17. | Rajasthan | 339 | 378 | 379 |
| 18. | Sikkim | 4 | 4 | 7 |
| 19. | Tamil Nadu | 169 | 191 | 169 Upto Sept. 1984 |
| 20. | Tripura | 22 | 28 | 19 |
| 21. | Uttar Pradesh | 773 | 700 | 833 Upto Nov. 1984 |
| 22. | West Bengal | 489 | 488 | Not received |
| | Total (States) | 4,905 | 5,147 | |
| U.Ts. | | | | |
| 23. | A. and N. Islands | — | 4 | 4 Upto July 1984 |
| 24. | Arunachal Pradesh | 6 | 8 | 7 |
| 25. | Chandigarh | 5 | 3 | — |
| 26. | D. and N. Haveli | 2 | 1 | — |
| 27. | Dhli | 69 | 78 | 102 |
| 28. | Goa, Daman and Diu | — | 10 | 7 |
| 29. | Lakshadweep | — | 1 | — |
| 30. | Mizoram | 35 | 39 | 35 |
| 31. | Pondicherry | 4 | 7 | 8 |
| | Total U.Ts. | 121 | 151 | |
| | Grand total : | 5,026 | 5,298 | |

NOTE : Figures may be treated as Provisional.

ANNEXURE-II

Statement showing the number of cases of rape committed against Scheduled Castes during the years, 1982, 1983 and 1984 (Statewise and U. T.-wise).

| Sl. No. | Name of State | No. of rape cases registered during | | |
|---------------|----------------|-------------------------------------|------|---------------------|
| | | 1982 | 1983 | 1984 |
| 1 | 2 | 3 | 4 | 5 |
| STATES | | | | |
| 1. | Andhra Pradesh | 17 | 25 | 12 (Upto Nov. 1983) |
| 2. | Bihar | 97 | 87 | 83 |

| 1 | 2 | 3 | 4 | 5 |
|---------|--------------------|-----|-----|----------------------------|
| 3. | Gujarat | 06 | 08 | 10 |
| 4. | Haryana | 59 | 23 | 26 |
| 5. | Himachal Pradesh | 02 | 03 | 04 |
| 6. | Jammu and Kashmir | 05 | 02 | 01 (Except Srinagar Dist.) |
| 7. | Karnataka | 06 | 09 | 13 |
| 8. | Kerala | 07 | 18 | 11 (Upto August, 1984) |
| 9. | Madhya Pradesh | 148 | 183 | 200 |
| 10. | Maharashtra | 48 | 35 | 39 |
| 11. | Orissa | 11 | 07 | 09 |
| 12. | Punjab | 08 | 07 | 10 |
| 13. | Rajasthan | 58 | 75 | 63 |
| 14. | Tamil Nadu | 02 | 08 | 17 (Upto Nov. 1984, |
| 15. | Tripura | 01 | Nil | Nil |
| 16. | Uttar Pradesh | 152 | 148 | 176 |
| 17. | West Bengal | 04 | 01 | 04 (Upto Nov. 1984, |
| U.Ts. | | | | |
| 1. | Delhi | 01 | Nil | Nil |
| 2. | Goa, Daman and Diu | 01 | Nil | Nil |
| 3. | Pondicherry | 02 | 01 | Nil |
| Total : | | 635 | 640 | 678 |

NOTE : Information in respect of States of Assam, Manipur, Meghalaya, Nagaland, Sikkim and Union Territories of Andaman and Nicobar Islands, Arunachal Pradesh, Chandigarh, Dadra and Nagar Haveli Lakshadweep, Mizoram is 'NILS'.

ANNEXURE-III

Number of cases of rape against Members of Scheduled Tribes Committed by Members of Non-Scheduled Tribes based on data furnished by the State Government/UTs.

| SI. No. | State U.T. | Number of rape cases registered in | | | |
|---------|----------------|------------------------------------|------|------|-----------|
| | | 1982 | 1983 | 1984 | upto |
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1. | Andhra Pradesh | 11 | 8 | 16 | September |
| 2. | Assam | Nil | Nil | Nil | |
| 3. | Bihar | 21 | 12 | 37 | |
| 4. | Gujarat | 2 | 7 | 9 | |

| 1 | 2 | 3 | 4 | 5 | 6 |
|---------|------------------------|-----|-----|-----|----------|
| 5. | Himachal Pradesh | Nil | Nil | Nil | |
| 6. | Karnataka | 1 | Nil | Nil | |
| 7. | Kerala | 2 | 4 | 8 | April |
| 8. | Madhya Pradesh | 164 | 177 | 24 | Nov. |
| 9. | Maharashtra | 20 | 20 | Nil | |
| 10. | Manipur | Nil | Nil | Nil | |
| 11. | Meghalaya | Nil | Nil | Nil | |
| 12. | Nagaland | Nil | Nil | Nil | |
| 13. | Orissa | 15 | 8 | 15 | |
| 14. | Rajasthan | 14 | 19 | 11 | |
| 15. | Sikkim | Nil | Nil | Nil | |
| 16. | Tamil Nadu | Nil | Nil | Nil | |
| 17. | Tripura | Nil | Nil | Nil | |
| 18. | Uttar Pradesh | Nil | Nil | Nil | |
| 19. | West Bengal | 5 | 7 | 8 | November |
| 20. | A and N Islands | Nil | Nil | Nil | |
| 21. | Arunachal Pradesh | Nil | Nil | Nil | |
| 22. | Dadra and Nagar Haveli | Nil | Nil | Nil | |
| 23. | Goa, Daman and Diu | Nil | Nil | Nil | |
| 24. | Lakshadweep | Nil | Nil | Nil | |
| 25. | Mizoram | Nil | Nil | Nil | |
| Total : | | 255 | 262 | 128 | |

NOTE : No data in respect of the States of Haryana, Punjab and Jammu and Kashmir and Union Territories of Delhi, Chandigarh and Pondicherry is compiled as the number of Scheduled Tribes are either non-existent or negligible.

[English]

Pak Nationals with Valid Visa

597. SHRI AJIT KUMAR SAHA : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether the Pak nationals with valid visa are allowed to fly to Delhi and Bombay and not Calcutta; and

(b) if so, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) and (b). In terms of the Indo-Pak Visa Agreement of 1974, Delhi and Bombay Airports are designated checkpoints for entry of Pakistani nationals into India. Dum Dum Airport, Calcutta is not a designated checkpoint for such entry. Similarly, under the same agreement, Indians can enter Pakistan only through specified checkpoints.

Acquiring of E-2C Hawkeye from USA by Pakistan

598. SHRI AMAR ROYPRADHAN : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Pakistan is acquiring E-2C Hawkeye from USA;

(b) if so, the Details thereof;

(c) whether it is also a fact that these E-2C Hawkeye could be used in the plains of Punjab; and

(d) if so, the details thereof and steps taken in the matter ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KHURSHED ALAM KHAN) : (a) and (b). According to press reports Pakistan has sought "Grumman's E-2C (also known as 'Hawkeye') Early Warning Airborne defence system from USA and a Pakistan Air Force team is expected to visit the United States this month for follow-up discussions in the matter.

(c) and (d). According to US experts "the 'E-2C' could look into Indian even if deployed on the Afghan frontier." Government's concern on the acquisition of sophisticated weapons by Pakistan from the US, has been conveyed in unmistakable terms to the Governments of both the USA and Pakistan. Government are monitoring with utmost vigil all developments having a bearing on the country's security.

Recognition to Associations and Unions of Central Government Employees

599. SHRI LALIT MAKAN : Will the PRIME MINISTER be pleased to state :

(a) whether membership of the associations and unions of Central Government Employees has not been verified for the past 30 years; and

(b) whether because of this reason, many associations having the support of majority employees, could not get the recognition ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF PERSONNEL AND ADMINISTRATIVE REFORMS AND CULTURE (SHRI K.P. SINGH DEO) : (a) No, Sir.

(b) Recognition of service Associations/ Unions is granted on the basis of fulfilment of the conditions and stipulations made in the relevant guidelines on the subject. Such recognition has in fact been granted in appropriate cases.

Grant of Autonomy for Three Hill Sub-Divisions of District Darjeeling in West Bengal

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

(a) whether Government are aware that there is a persistent demand for granting regional autonomy for the people of three hill sub-divisions of the District of Darjeeling in the State of West Bengal; and

(b) if so, the reaction of Government to this demand ?

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

(b) The matter is still under examination.

"Air and Water Pollution by Chemical Based Industries in and Around Baroda"

601. SHRI R.P. GAEKWAD : Will the PRIME MINISTER be pleased to state :

(a) whether concentration of chemical-based industries in and around Baroda in public and private sectors has created air, land and water pollution problem to a great extent in recent years;

(b) whether effluents from these chemical-based units have polluted sub-soil drinking water of villages situated around these units;

(c) whether due to air pollution standing agricultural crops of round about villages were damaged;

(d) whether any monitoring system to assess air pollution by these chemical units has been installed; and

(e) if not, the steps taken or proposed

to be taken to control land, air and water pollution by Public/Private sector industries located in and around Baroda ?

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

(b) Though ground water contamination on some locations was detected, no conclusive evidence is available with the Gujarat State Board.

(c) According to the State Board occasional incidents of crop damage were reported around industrial zones.

(d) and (e). Yes, Sir, Regular monitoring system to assess ambient air quality is in operation since the two last years. The State Board is enforcing the provisions of Air and Water Acts to regulate the discharge of pollutants. Water and land pollution have been reduced through insiallation of the Baroda Effluent channel.

Acceptance of Recommendations Made by Minorities Commission

602. SHRI NARSINGRAO SURYA-WANSHI : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether Government are considering the recommendations regarding interests of Scheduled Castes, Scheduled Tribes and other backward classes/Minorities made by the Minorities Commission under the Chairmanship of Justice M.H. Beg;

(b) if so, what are the accepted recommendations; and

(c) what are the non-accepted aspects and reasons for their non-acceptance ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) As per Government's Resolution dated 12th January, 1978 regarding setting up of the Minorities Commission, the Commission deals with safeguards relating only to minorities whether based on language or religion.

(b) and (c). The Minorities Commission

has so far submitted five Annual Reports for the years 1978, 1979, 1980, 1-1-1981 to 31-3-1982 (the Minorities Commission switched to financial years basis with effect from their Fourth Annual Report) and 1-4-1982 to 31-3-1983. its four Annual Reports containing Its various recommendations together with the Action-Taken Memoranda have already been laid on the Table of the House on 9-7-1980, 22-12-1980, 3-8-1982 and 9-5-1984, respectively. The Fifth Annual Report of the Commission has recently been submitted to the Government. The printed copies of the Report have not so far been received. The Report is being processed by the Government.

Road Accidents in Delhi

603. SHRI MANIK REDDY : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether road accidents in the capital have increased despite introduction of new police system;

(b) whether Government are aware that Delhi traffic police have created traffic bottlenecks in the city by introducing one way traffic, blocking roads, construction of road dividers, introduction of traffic lights instead of existing traffic islands; and

(c) whether Government propose to set up Advisory Committees in the capital with public representation ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) No, Sir.

(b) In an effort to remove the traffic bottlenecks and accelerate the movement of vehicles, one way traffic was recently introduced in the walled city and the same has been appreciated by the public. No traffic island has been recently removed to install the traffic lights. Wherever it was done in the past, the decision was taken after a detailed study conducted by various agencies viz. National Transportation Planning and Research Centre and Central Road Research Institute in collaboration with Delhi Traffic Police.

(c) At present there is no proposal to set up an Advisory Committee.

Curb on Untouchability

604. SHRI R.P. DAS : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether the measure in curbing untouchability has become diluted with a large number of cases ending in acquittals;

(b) the reasons behind such acquittals;

(c) whether Government have any proposal to deal with such cases expeditiously; and

(d) if so, details thereof;

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) to (d). Sir, it cannot be said that measure in curbing untouchability has become diluted since there are also cases of convictions. The main reason for acquittals, however, is that the victims do not come forward to give evidence in the courts. In this matter the following measures have been taken by State Governments :—

(a) Schemes for providing legal aid to Scheduled Caste victims have been introduced.

(b) Officers have been appointed for speedy investigation and supervision of PCR Act cases, at different levels.

(c) Committees for reviewing the working of PCR Act machinery have been set up.

(d) Special/Mobile Courts for prompt/ on the spot disposal of cases of PCR Act and crimes against Scheduled Castes have been set up.

"Decision to Keep Delhi Free from Industrial Pollution"

605. SHRIMATI JAYANTI PATNAIK : Will the PRIME MINISTER be pleased to state :

(a) whether Government had decided to keep New Delhi free from industrial pollution; and

(b) if so, the steps taken therefor

during the last three years; the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIROMENT AND FORESTS (SHRI BIR SEN) : (a) and (b). The measures being taken for reducing industrial pollution in New Delhi include the following :

(i) Industries are persuaded 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 pollution 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 air-borne dust.

"Establishment of a Plant Resource Centre in Orissa"

606. SHRIMATI JAYANTI PATNAIK : Will the PRIME MINISTER be pleased to state :

(a) the amount sanctioned so far for the establishment of a Plant Resource Centre named as "Ekamra Kanan" near Bhubaneswar in Orissa;

(b) the total cost of the project; and

(c) the amount proposed to be sanctioned for that project 1985 86 ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIROMENT AND FORESTS (SHRI BIR SEN) : (a) to (c). According to the proposal received from the Department of Science, Technology and Environment, Govt. of Orissa, the total outlay of the project has been shown as Rs. 116 lakhs non-recurring and Rs. 8 lakhs

recurring per year. No grant has been released yet by the Department of Environment for the project. The amount proposed to be sanctioned in 1985-86 is not finalised.

Proposal for Establishment of an Elephant Sanctuary in Orissa

607. SHRIMATI JAYANTI PATNAIK : Will the PRIME MINISTER be pleased to state :

(a) whether Government of Orissa have sent a proposal for the establishment of an elephant sanctuary in the degraded forest of Chandka-Dampara Reserve Forest;

(b) if so, the estimated cost of the project;

(c) the amount proposed to be sanctioned by the Union Government for the project; and

(d) the decision taken by Government in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF FOREST (SHRI BIR SEN) : (a) The State Government has already established the Chandka-Dampara Sanctuary in December, 1982.

(b) While the estimated cost the establishment of the Sanctuary is not known, the State Government sought an amount of Rs. 567.50 lakhs by way of Central assistance.

(c) and (d). Under the Centrally sponsored Scheme for the assistance to National Parks and Sanctuaries, an amount of Rs. 16 lakhs has been approved for the year 1984-85 on essential items in the proposal of the State Government Central share of Rs. 8 lakhs has been released already to the State Government.

National Sports Policy

608. SHRIMATI JAYANTI PATNAIK : Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state :

(a) whether Government have a proposal to introduce National Sports Policy;

(b) if so, when it is expected to be introduced; and

(c) the steps proposed to be taken for the development of sports and games in various States ?

THE MINISTER OF STATE IN THE DEPARTMENT OF YOUTH AFFAIRS AND SPORTS (SHRI R.K. JAICHANDRA SINGH) : (a) and (b). The National Sports Policy, in the shape of a Government Resolution was laid on the Table of the Sabha on the 21st August, 1984.

(c) Besides continuing the existing schemes of National Coaching Scheme, Sports Talent Search Scholarships, Regional Coaching Centres, Grants to State Sports Councils, Rural Sports Tournaments and All India Women Sports Festivals, on a more extensive scale, it is also proposed, subject to the availability of resources, to start new schemes like setting up of sports Hostels, Sports Talent Search Contest and adoption of selected schemes etc. with a view to developing Sports and Games in various states.

UNESCO Assistance for Development of Indian National Parks

609 KUMARI PUSHPA DEVI : Will the PRIME MINISTER be pleased to state :

(a) whether Government have a proposal to undertake the development of some national parks;

(b) whether some national parks have been considered for inclusion in UNESCO'S list for their protection and development;

(c) whether Kanha National Park of Madhya Pradesh has also been included for UNESCO assistance;

(d) if not, whether the above national park of Madhya Pradesh will be included in view of its importance; and

(e) the other Indian National Parks considered for inclusion for UNESCO protection ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FOREST (SHRI BIR SEN) : (a) Development of National Parks is an ongoing activity. The Central Government provides financial assistance to the

States and Union Territories for selected National Parks.

(b) to (e). The following National Parks and Sanctuaries in India have been proposed for listing under the Convention for the Protection of the World Cultural and National Heritage, which is operated by United Nations Educational, Scientific and Cultural Organisation :—

- Kaziranga National Park, Assam
- Manas Sanctuary, Assam.
- Keoladeo Ghana National Park, Bharatpur, Rajasthan.
- Ranthambore National Park, Rajasthan.
- Gir National Park, Gujarat.
- Sunderbans National Park, West Bengal.
- Kanha National Park, Madhya Pradesh.
- Nanda Devi National Park, Uttar Pradesh.
- Little Rann of Kutch Sanctuary, Gujarat.

However the International Union for Conservation of Nature and Natural Resources will be preparing evaluation during 1985 for the first three sites only.

“Industries Violating Environmental Rules”

610. KUMARI PUSHPA DEVI : Will the PRIME MINISTER be pleased to state :

(a) the names of the industries which have been violating environmental rules during the last two years;

(b) the action taken against those industries; and

(c) the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BIR SEN) : (a) to (c). These are about 400 industries in various States against whom Court proceedings have been launched by the respective State & the Central Board for Prevention and Control of Pollution for violating environmental rules. Their Statewise break-up and present status is given in the statement.

Statement

Status of Cases of Various Pollution Control Boards (As on 31-12-1984)

| S. No. | Name of the State Board | No. of Cases launched | No. of Cases decided | | No. of Cases pending |
|---------|-------------------------|-----------------------|------------------------|-------------------|----------------------|
| | | | in favour of the Board | against the Board | |
| 1. | Andhra Pradesh | 20 | 5 | 2 | 13 |
| 2. | Assam | — | — | — | — |
| 3. | Bihar | 6 | — | — | 6 |
| 4. | Gujarat | 52 | 6 | — | 46 |
| 5. | Haryana | 109 | 24 | — | 85 |
| 6. | Himachal Pradesh | — | — | — | — |
| 7. | Kerala | 7 | 1 | 1 | 5 |
| 8. | Karnataka | 3 | 2 | — | 1 |
| 9. | Madhya Pradesh | 21 | — | — | 21 |
| 10. | Maharashtra | 12 | — | — | 12 |
| 11. | Punjab | 78 | 2 | — | 76 |
| 12. | Rajasthan | 109 | 6 | 7 | 96 |
| 13. | Tamil Nadu | 1 | — | — | 1 |
| 14. | Uttar Pradesh | 31 | 10 | — | 21 |
| 15. | West Bengal | 6 | — | — | 6 |
| 16. | Central Board | 60 | 49 | — | 11 |
| total : | | 515 | 105 | 10 | 400 |

Rate of Afforestation

611. SHRI V.S. VIJAYARAGHAVAN : Will the PRIME MINISTER be pleased to state :

(a) the rate of afforestation during the last four years;

(b) how does it compare with the deforestation that has taken place during this period;

(c) the special measures being taken to increase the forests ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BIR SEN) : (a) The average rate of afforestation during the last four years has been 0.83 million hectares per annum,

(b) Figures on the exact extent of deforestation due to various reasons are not available. The average rate of deforestation authorised under the Forest (Conservation) Act, 1980, has been 5896 hectares per annum.

(c) The annual pace of afforestation both within and outside forests was stepped up from 0.4 million hectares in 1980-81 to 1.2 million hectares in 1984-85. This tempo will be further intensified during the ensuing VIIIth Five Year Plan. It is proposed to afforest 5 million hectares per year during the VII plan period. With the setting up of the National Wasteland Development Board, this effort is proposed to be substantially augmented with people's participation.

Deciphering of Indus Script

612. SHRI V.S. VIJAYARAGHAVAN : Will the Minister of CULTURE be pleased to state :

(a) whether efforts are being made at present to decipher the Indus script;

(b) if so, whether any success has been achieved in this matter; and

(c) if not, the nature of difficulties being experienced in deciphering these scripts ?

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

(b) and (c). While a number of valuable studies have been made, there is a lack of unanimity amongst the decipherers themselves regarding the nature of the Harappan language and script. In the absence of any positive evidence like a bilingual seal or epigraph, the claimed decipherment of Indus script can be regarded as an effort.

Development of More Tourist Sports in Kerala

613. SHRI K. KUNJAMBU : Will the the Minister of TOURISM AND CIVIL AVIATION be pleased to state .

(a) whether Government of Kerala has sent any schemes for developing more tourist spots in Kerala; and

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

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) : (a) and (b). The State Government of Kerala had forwarded 28 schemes for implementation with central assistance amounting to Rs. 647.70 lakhs. In view of the constraints on resources, the Department agreed to provide assistance to 4 schemes relating to parking facilities and Wynad and provision of boats/equipment for introduction of water sports at Thekkady, Quilon and Kumarkom at an estimated cost of Rs. 52.42 lakhs.

Tourism Traffic to Orissa

614. SHRI K. PRADHANI : Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) whether any measures have been taken by the Ministry to fully exploit the vast potential demand for tourist traffic to the Bhubaneswar/Konark/Puri Sector in Orissa in consultation with the Government of Orissa, Railways and the Indian Airlines; 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). To exploit the tourist potential of various centres in Orissa, the Central Department of Tourism in consultation with the State Government have identified the following two circuits :

1. Bhubaneswar — Puri — Konarak — Dabuli—Ratnagiri— Lalitgiri— Udaigiri—Bhadrak — Chandipur— Chiching—Joshiapur (Simlipal) and back.
2. Bhubaneswar—Chilka Lake—Gopalpur on-Sea—Taptapani—Koraput —Bolangir—Jharsuguda — Angul —Tikkarpara— Talcher — Bhubaneswar.

In order to cater to their tourist traffic Indian Airlines operate following services to/from Bhubaneswar :

1. 4 times a week with B-737 and on remaining 3 days week with F-27 on Calcutta-Bhubaneswar sector.
2. 4 times a week with B-737 on Hyderabad Bhubaneswar sector.
3. 5 times a week with B-737 on Delhi/ Bhubaneswar via Varanasi.

Report of Roy Burman Committee on Forests and Tribals in India

615. **SHRI K. PRADHANI :** Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether Government have got examined the Report of the Roy Burman Committee on Forests and Tribals in India (1982) with a view to have an appraisal of the success of the strategy of the sub-plan approach to tribal development advocated in the Fifth and Sixth Five Year Plans;

(b) how far the investment on tribal development has actually led to tribal development; and

(c) the conclusions arrived at and how these will be followed up in having a more

dynamic approach towards tribal development in the Seventh Plan ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI-MATI RAM DULARI SINHA) : (a) Yes, Sir.

(b) The investment has led to the economic social and educational advancement of tribals.

(c) The Working Group on the development of Scheduled tribes for the Seventh Plan proposed to continue the strategy of sixth plan with sharper focus on development of vulnerable areas and groups, improvement of tribals, environment and protecting the distinctive culture and way of life of the tribals.

Acute Fuelwood Shortage

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

(a) whether India is likely to face an acute fuelwood shortage by the end of this century;

(b) if so, whether Government have framed any long-term plan for launching a massive bio-gas programme in the country which will also have an impact on the hygiene and health of the Indian rural environment;

(c) if so, broad outlines of the plan and whether alongwith this, any programme for raising tree-lands and fuelwood plantations and raising of potential productivity of natural forests for deriving more fuelwood has been drawn up and will be implemented;

(d) if so, the main features thereof; and

(e) whether beginning of these programmes will be made in the tribal areas of Orissa and Madhya Pradesh ?

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) India is likely to face an acute fuelwood shortage

by the end of this century if remedial multi-pronged efforts to mitigate the scarcity are not taken.

(b) The promotion and large scale extension of biogas has been included in the New 20-Point Programme and is proposed to be greatly stepped up in the Seventh Five-Year Plan and beyond.

(c) to (e). Under the National Project on Biogas Development, 1.5 million family size biogas plants are proposed to be set up in the Seventh Plan period. Under the Community and Institutional Biogas Programme, 1200 plants have also been proposed. Besides, in the Seventh Five-Year Plan, a target of 10.2 m.ha. of afforestation has been proposed under the Forestry Sector. This does not include the likely afforestation programme through activities of other agencies. In addition it is proposed to cover 1.5 million ha of waste and denuded land for growing energy plantations for purposes of fuelwood, fodder and power during the Seventh Plan period. All these programmes will be implemented in all suitable areas including tribal areas of Orissa and Madhya Pradesh.

Study of West Bengal Social Forestry Project

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

(a) whether a study of the West Bengal Social Forestry Project in 1974-77 had

shown that the State forests produced annually an average of 1 million tonnes of firewood, which implied a productivity of roughly 0.85 tonnes a hectare;

(b) whether in view of the spectre of fuelwood shortage by 2000 AD, Government have formulated any long-term plan to transform the existing low-yielding forest land into well-managed plantations of appropriate tree species and increase the yield from areas under natural forests to atleast the levels possible in degraded forest lands that is upto 3 tonnes a hectare annually; and

(c) if so, the broad outlines thereof and its anticipated capital outlay involved ?

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

(b) Yes, Sir. There is a plan to increase the production from degraded forests akin to the level of natural forests.

(c) The broad outlines to increase the supply of fuelwood, fodder and small timber for the rural population and to improve the environment are planting activities for raising village woodlots, strip plantations, rehabilitating degraded forests and encouraging farm forestry for full utilisation of wastelands. The physical and financial targets for the Sixth Five Year Plan are as follows :

| Particulars | | Sixth Five Year Plan Targets Physical (ha.) |
|--|--|--|
| (1) Social Forestry Project (World Bank assisted) (1981-85) | (i) Village woodlots | 3580 |
| | (ii) Strip plantations | 9500 |
| | (iii) Farm Forestry | 25520 |
| | (iv) Rehabilitation of degraded forests | 7500 |
| | | 46100 |
| (2) Centrally Sponsored Scheme on Social Forestry including Rural Fuelwood Plantations. (1980-85) | (i) Village Woodlots | 6925 |
| Total outlay is Rs. 1175.8 lakhs. (VI Plan period) | | |

The outlay for the Seventh Five Year Plan in respect of the above is yet to be finalised.

Tigers Population in the Country

618. SHRI ANANTA PRASAD SETHI : Will the PRIME MINISTER be pleased to state :

(a) the number of tigers in the country at present;

(b) whether there has been any increase in the number of tigers in the Tiger Reserve;

(c) if so, the extent thereof; and

(d) the percentage of its increase during last five years ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BIR SEN) : (a) In the All-India Tiger Census conducted during 1984, 4005 tigers were counted.

(b) Yes, Sir.

(c) and (d). There were only 11 tiger reserves five years ago, i. e. in 1979. The population of tigers in these 11 Reserves was estimated to be 711 in 1979. In 1984, 960 tigers were counted in these reserves, thus showing an increase of about 33.5%.

In the other four tiger reserves established after 1979, the total number of tigers counted in 1984 was 161.

Crimes in Running Trains

619. SHRI MOHD. MAHFOOJ ALI KHAN :

PROF. RAMKRISHNA MORE :

Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether crimes in running trains have been on the increase for the past sometime;

(b) if so, the number of robberies and other crimes committed in the running trains during the last six months and how does it compare with the crimes committed during the previous six months; and

(c) measures taken by Government to check the incidents of crime in the running trains and for the safety of passengers and their belongings ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) to (c). A statement is laid on the Table of the House.

Statement

The State Governments and Union Territory Administrations are responsible for enforcing law relating to offences. The available information relating to Crime committed in running trains during the periods from March 1984 to August 1984 and September 1984 to February 1985 is given in the Annexure.

2. The Railways are taking following measures to prevent incidents of crimes on the Railways :—

(1) The drivers of the trains have been directed to sound the distress whistle if the train is brought to a sudden unscheduled halt so that the escort party is put on the alert.

(2) Coach attendants have been instructed to remain vigilant and prevent entry of unauthorised passengers into reserved compartments.

(3) The Research, Design and Standards Organisation of the Railways has been advised to suggest improvement in the locking arrangements of sliding doors of compartments, improvement in the vestibules to prevent unauthorised entry and provision of better lighting facilities in and outside the compartments.

3. The following measures have been taken for the safety of passengers and their belongings :

(1) All night passenger/Mail/Express trains are escorted by armed police.

(2) Plain clothes staff has been deputed to watch suspicious persons.

(3) At way side railway station, where there is no Thana or Out-

Post, District Police Staff have been directed to remain present at Railway Station at train timings to watch the suspicious persons.

- (4) History sheets of active criminals are being opened.

- (5) Police escort parties have been directed to detrain at every stoppage, where train stops and take a round of the train and watch suspicious persons.

ANNEXURE

Crimes committed in running trains during the periods from March, 1984 to August, 1984 and September, 1984 to February, 1985.

| Sl. No. | Description of crime committed in running trains | March 1984 to August, 1984 | September, 1984 to February, 1985 |
|---------|--|----------------------------|-----------------------------------|
| 1. | Robbery | 78 | 27 |
| 2. | Dacoity | 15 | 16 |
| 3. | Murder | 5 | 13 |
| 4. | Professional poisoning | 35 | 37 |
| Total : | | 133 | 93 |

Unemployment Among Rural and Urban Youth

620. SHRI S.M. BHATTAM : Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state :

(a) whether Government propose to take specific measures for tackling the problem of unemployment of rural and urban youth;

(b) if so, the details and nature of programmes;

(c) the special steps or schemes proposed to be undertaken to utilise the services of and involving the unemployed youth in the nation building programmes; and

(d) when are they proposed to be implemented and what is the estimated cost of such programmes ?

THE MINISTER OF STATE IN THE DEPARTMENT OF YOUTH AFFAIRS AND SPORTS (SHRI R.K. JAICHANDRA SINGH) : (a) and (b). Yes, Sir. The Approach Paper to the Seventh Five Year Plan already emphasises the need to increase employment opportunities.

Programmes for tackling the problem of unemployment of youth are, however, undertaken in several Ministries/Departments of the Government. Information with regard to the details and nature of these is being collected and will be laid on the Table of the House in due course.

(c) Special steps for involvement of unemployed youth in nation building activities have been taken. Some of the important programmes; inter-alia, include : organisation of national integration camps in different parts of the country; observance of National Youth Day and National Youth Week throughout the country involving activities like special work projects; activities aimed at creating awareness against social evils like dowry, casteism, communalism, etc. and in favour of national accepted values such as pride in Indianness, secularism, discipline, democracy, unity, etc.; introduction of new vocational training programmes for upgrading the functional capability of unemployed youth; preservation and improvement of environment by tree plantation, cleanliness drives, etc.; and strengthening of rural youth clubs and Nehru Yuvak Kendra movement to promote youth programmes by opening during seventh Five Year Plan Kendras in

all such districts as do not already have them.

(d) Most of these programmes are already being implemented. Some, however, are proposed to be implemented from 1985-86. The allocation for youth programmes of the Department for the year 1985-86 is Rs. 18.00 crores approximately.

Rejuvenation of Forests

621. SHRI G.G. SWELL : Will the PRIME MINISTER be pleased to state :

(a) whether the percentage of acreage under forests in India is lowest in the world;

(b) if so, the reasons for not preventing denudation of forests which goes on unabated owing to collusion of contractors and officials and use as fuel by poor; and

(d) the steps being taken to stop these evils and rejuvenate the forests ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BIR SEN) : (a) and (b). The percentage of total land area under forests in India is not the lowest in the world. India has nearly 23% of its area under forests, whereas it is as low as 3% in some of the neighbouring countries. However, the *per capita* availability of forest is low (0.1 hectare) and the consequent pressure on forests to meet the basic requirements of the people is over the threshold limit of its bearing capacity. This has resulted in diminution of the forest cover for meeting the present demand of timber and fuel.

(c) The steps being taken to relieve pressures from forests are :

(i) A massive programme of afforestation and tree-planting within and outside forest areas is being taken up;

(ii) The end-uses of wood are being identified so that substitution by other materials can be encouraged;

(iii) Vulnerable areas are being identified, in order to implement an adequate protection mechanism; and

(iv) Efforts are being made to prevent denudation of forest land under the provisions of the Forest (Conservation) Act-1980. The agency of contractors has been eliminated in most areas of the country.

Permanent Title Deed to Refugees in West Bengal

622. SHRI PRIYA RAJAN DAS MUNSHI : Will the Minister of HOME AFFAIRS be pleased to state :

(a) since Government confer equal citizenship right to every Indian including refugees who came and settled in India specially in West Bengal, whether it would provide them permanent title deed like other citizens in their homeland instead of a conditional lease deed documents;

(b) if so, steps Government propose to take; 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 land in Government sponsored and approved squatters colonies is being given to displaced persons free of cost. Instructions were issued to the State Government on 17-5-1974 to confer right and title on displaced persons over lands in Government sponsored and approved squatters, colonies. The land in rural areas was to be given on free-hold basis, whereas land in urban areas was to be given on lease-hold basis for a period of 99 years on a nominal ground-rent of Re. 1/- per one hundred square yards or a fraction thereof per annum. These conditions are in accordance with the general policy followed by the Government of India in other areas also. However, Paschim Banga Udbastu Sangati, a Society registered under the Societies Registration Act, 1965 have filed a writ petition in the High Court Calcutta against the conferment of right and title through lease deed on displaced persons in urban areas. The matter is now sub-judice.

Total Settlement of East Bengal Refugees in West Bengal

623. SHRI PRIYA RANJAN DAS MUNSHI : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether total settlement of East Bengal refugees who came and settled in West Bengal in 1950, 1952, and upto 1965 has not been completed so far; and

(b) if so steps Government propose to take in the matter ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) About 41.17 lakh persons upto 31-3-1958 and about 11.14 lakh persons from 1-1-64 to 25-3-1971 migrated from former East Pakistan to India. Of these, 31.32 lakhs persons from the first category called 'old migrants' and about 6 lakhs persons of the latter category called 'new migrants' stayed on in West Bengal. In the case of 'new migrants', it was decided that necessary rehabilitation assistance would be provided to only those who were prepared to move to camps outside West Bengal for resettlement.

(b) A wide range of rehabilitation steps were undertaken for the resettlement of migrants in West Bengal. This included agricultural schemes, industrial schemes rehabilitation loans for small trade, housing etc., development of colonies and provision for educational and medical facilities. The nature and size of residuary problem of rehabilitation in West Bengal was assessed from time to time in consultation with the State Government, the last of such assessment was undertaken in 1975-76 by the working Group set up by the Government of India. Based on the recommendations of the working Group, as accepted by the Government, various schemes were sanctioned. The schemes for medical facilities for old and new migrants have already been implemented. The work relating to the development of d.p. colonies in West Bengal is being dealt with in the Ministry of Works and Housing. Schemes for acquisition of land for Government sponsored and approved squatters, colonies, *ex-camp* site families and rehabilitation of families from Indian Enclaves in

former East Pakistan are in the process of being implemented. These schemes are being implemented by the State Government with funds provided by the Central Government. Powers have also been delegated to the State Government for total remission of "Type" loans i.e. loans for non-contributory house-building, homestead 1 land, agricultural land and small trade given to displaced persons before 31st March, 1964. The question of remission/write off loans advanced upto 31-3-1984 to the State Governments for relending to displaced persons for their resettlement is under consideration.

Cases Registered Under Arms Act

624. SHRI MOOL CHAND DAGA : Will the Minister of HOME AFFAIRS be pleased to state :

(a) the number of cases registered under the Arms Act in the country giving State-wise position during the last three years with year-wise break-up;

(b) action taken by Government to check the sale and purchase of unauthorised Arms; and

(c) the number of factories manufacturing unauthorised arms which have been unearthed during the last three years giving State-wise and year-wise break-up ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) These figures are not collected and maintained by the Central Government.

(b) The State Governments have been requested from time to time to take sustained and effective measures to unearth unlicensed weapons and to check the manufacture, sale and possession of illicit arms. The Arms Act, 1959 was amended in 1983 and under the amended provisions of the Act, punishment for offences involving manufacture, sale and possession of illicit arms has been enhanced in order to act as a deterrent against such offences.

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

Statement

| Sl. No. | States/UTs | Number of factories unearthed. | | |
|---------|----------------|--|------|------|
| | | 1981 | 1982 | 1983 |
| 1. | 2 | 3 | 4 | 5 |
| 1. | Andhra Pradesh | Nil | 1 | Nil |
| 2. | Assam | 1 | 7 | 6 |
| 3. | Bihar | 82 | 53 | 29 |
| 4. | Gujarat | 1 | 2 | X |
| 5. | Haryana | Nil | Nil | 2 |
| 6. | Karnataka | Nil | 1 | Nil |
| 7. | Kerala | Ten cases were registered during the last three years. | | |
| 8. | Maharashtra | 21 cases were detected in the state during the last three years. | | |
| 9. | Madhya Pradesh | X | 1 | Nil |
| 10. | Meghalaya | 2 | 2 | X |
| 11. | Orissa | 6 | 2 | 1 |
| 12. | Punjab | 3 | 2 | Nil |
| 13. | Rajasthan | 5 | 5 | 3 |
| 14. | Tamil Nadu | Nil | Nil | 1 |
| 15. | Uttar Pradesh | 251 | 177 | 124 |
| 16. | West Bengal | Four cases were detected. | | |
| 17. | Delhi | Nil | 1 | 3 |

Notes : (1) Information in respect of 1984 is not available.

(2) Information in respect of other States/UTs is nil.

(3) 'X' indicates information not furnished by the State Government/ Union Territory Administrations.

Expenses of Foreign Teams Played in India

625. SHRI MOOL CHAND DAGA : Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to lay a statement showing :

(a) the number of foreign teams which played matches in our country during the last three years giving country-wise and year-wise break up for each sport; and

(b) the details of amount spent by our Government for the above matches showing separately the amount to the said teams country-wise, year-wise and sport-wise ?

THE MINISTER OF STATE IN THE DEPARTMENT OF YOUTH AFFAIRS AND SPORTS (SHRI R.K. JAICHANDRA SINGH) : (a) and (b). Required information is being collected and will be laid on the Table of the Sabha.

**Blanket Amnesty for Underground MNF
Activists**

626. SHRI SAIFUDDIN CHOWDHARY : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether Government have agreed for a blanket amnesty for all the underground MNF activists; and

(b) if so, what are other points on which broad general agreement has already been reached between Government and the MNF ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) and (b). The talks with MNF are still continuing. It will be premature to give the details at this stage.

**Talks with Laldenga, Mizo National Front
Leader**

627. SHRI G.G. SWELL :
SHRI DHARAM PAL SINGH
MALIK :
SHRI SATYAGOPAL MISRA :

Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether talks with the Mizo National Front leader, Laldenga have reached final stage; and

(b) whether, despite the talks, sections of the MNF in their hideouts are still holding firm to their demand for sovereignty ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) Talks with Mizo National Front Leader Shri Laldenga are still continuing.

(b) According to the information available, at present there are no such indications.

Addiction to Drugs of Youth in Manipur

628. SHRI G.G. SWELL : Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state :

(a) whether he made a speech in Imphal

deploring the growing addiction to drugs of young people in Manipur;

(b) whether the increase is due to the fact that Manipur and the Mizo Hills bordering Burma are now the main entry points of hard drugs from the Golden Triangle of Burma, Laos and Thailand and thus drugs in these areas have become cheap and easily available; and

(c) whether he has drawn the attention of other authorities of the Government to this and sought their cooperation ?

THE MINISTER OF STATE IN THE DEPARTMENT OF YOUTH AFFAIRS AND SPORTS (SHRI R.K. JAICHANDRA SINGH) : (a) Attention of students was invited to the problem of increasing drug addiction among the young people in Manipur.

(b) Whereas the seizures of the drug made in Indo-Burma border do not indicate that there is significant increase in the smuggling on the Indo-Burma border, India has, for some time past, been facing the problem of transit traffic in some drugs, particularly opiates and cannabis from some neighbouring countries. The report of the International Narcotics Control Board (1983) indicates that India, situated between two illicit supply areas—South East Asia and the Near Middle East—is mainly a transit country for heroin and cannabis resin.

(c) Yes, Sir.

**Treatment of Space as the Common Heritage
of Mankind Free of Military Installation**

629. SHRI G.G. SWELL : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether in the context of increasingly strident talks about 'star wars' he intends to take an international initiative at the UN to urge for the treatment of space as the common heritage of mankind free of any kind of military installation;

(b) whether he intends to initiate for international action to clear space of flying debris that is endangering space research

and movements of satellites manned and unmanned; and

(c) whether he also intends to call for a limitation of satellites that any one power can place in the geostationary orbit?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KHURSHID ALAM KHAN) : (a) The Outer Space Treaty of 1967 already provides that Outer Space shall be the province of all mankind and that no nuclear weapons or weapons of mass destruction should be deployed in Outer Space. India has expressed concern in several forums on the dangers posed by an extension of the arms race into Outer Space. Our concern has recently been stressed in the Delhi Declaration of January 28, 1985, and at the Conference on Disarmament in March 1985 at Geneva.

(b) Studies made so far indicate that the danger posed by debris in space is, at present, minimal. The matter will be kept under constant review.

(c) India, along with many other countries, has advocated an equitable allocation of positions in geostationary orbit to all countries.

Setting up of Nuclear Power Project in Eastern Region

630. SHRI SATYENDRA NARAYAN SINHA : Will the PRIME MINISTER be pleased to state :

(a) whether Atomic Energy Commission is planning to set up a nuclear power generating unit in the Eastern Region;

(b) if so, whether this will be located in Bihar; and

(c) the locations of other similar units planned for the Seventh Plan period?

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) and (b). The Report of the Site Selection Committee constituted by the Department of

Atomic Energy for evaluating suitable sites for setting up nuclear power stations in respect of the Eastern Region of which Bihar is a part is awaited.

(c) Expansion of the existing station at Rawatbhata in Rajasthan with two units of 235 MWe and opening of a new site at Kaiga in Karnataka consisting of two units of 235 MWe has been approved by the Government. Additional sites in the Northern, Southern and Western regions for location of the 235 MWe and 500 MWe units forming part of the Nuclear Power Profile are under consideration of the Government.

Programme to Send an Indian into Space

631. SHRI KAMAL NATH : Will the PRIME MINISTER be pleased to state :

(a) whether details of an Indian to go into space in collaboration with U.S.A. have been finalised;

(b) if so, the salient features thereof; and

(c) whether there is any programme for India to undertake its own manned space flight in the near future?

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) and (b). Details regarding the procedure of selection, qualification, training programme and schedule for the Indian to go into space in collaboration with U.S.A. have been finalised. The prime function of the Indian payload specialist will be to service as an adviser-cum-observer during the check-out and development of INSAT-I-C in low earth orbit of the space shuttle. In addition, a salient feature of this mission is that the Indian payload specialist will carry out certain joint ISRO-NASA scientific experiments in the field of earth observation and life sciences. The selection of payload specialist as well as the finalisation of the training and experiments plan are expected to be completed by July of this year.

(c) No, Sir.

Utilization of West German Aircraft bought by Vayudoot

632. SHRI K. RAMAMURTHY : Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) whether Vayudoot has bought three brand new West German 19-seater Dornier Aircraft each costing Rs. 2.6 crores and one aircraft out of those has been put on Rae Bareilly route and another on Jodhpur route;

(b) if so, where the third aircraft is proposed to be utilised; and

(c) whether there is any proposal to buy more such aircraft by Vayudoot so that more cities can be linked by air ?

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

(a) Vayudoot has recently acquired 3 West German 19-seater Dornier-228 aircraft costing approximately Rs 2.6 crores each. One of these aircraft is based at New Delhi and operates to (i) Delhi-Rae Bareilly-Lucknow and back and (ii) Lucknow-Dehradun-Lucknow. This aircraft will also be utilised to operate on the route Delhi-Jaipur-Jodhpur-Bikaner. The second aircraft has been based at Bombay for operations in the Western Region.

(b) The third aircraft will be based at Hyderabad for operations in the Southern Region.

(c) Yes, Sir.

Poverty Alleviation Programmes

633. KUMARI PUSPA DEVI : Will the Minister of PLANNING be pleased to state :

(a) various poverty Alleviation Programmes undertaken in the country during the Sixth Plan;

(b) the achievement made under those programmes in different States during the above plan period; and

(c) the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI K.R. NARAYANAN) : (a) The major Poverty Alleviation Programmes operating in the Sixth Plan are, Integrated Rural Development Programme (IRDP), National Rural Employment Programme, and Rural Landless Employment Guarantee Programme (RLEGP). Of these, the Rural Landless Employment Guarantee Programme was introduced during the year of 1983-84.

(b) and (c). Three statements indicating the physical and financial achievements under these Programmes during the first four years of the Sixth Plan, i.e., 1980-84, are laid on the Table of the House.

[Placed in Library See No. LT-592/85].

Safeguarding the Interests of Indians in Hongkong

634 PROF. RAMKRISHNA MORE : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Indians in Hongkong face uncertain future due to Sino-British joint declaration on Hongkong;

(b) if so, Government's reaction thereto; and

(c) the steps being taken to safeguard the interest of Indians settled in Hongkong when it comes under Chinese Government's control ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KHURSHID ALAM KHAN) : (a) to (c). According to the Sino-British Joint Declaration on the Future of Hong Kong, which was signed by the Governments of United Kingdom and the People's Republic of China in Beijing in December 1984, all those persons who are permanently resident in Hong Kong on the date of its reversion to China on 1st July 1997, will have the continued right of abode in Hong Kong thereafter. It has also been stated in that document that the current economic system and life style in Hong Kong will be allowed by the Chinese Government to continue unchanged for a period of 50 years after 1997. The Chinese Government have stated their intention to abide by the provisions of the Agreement signed by the them

with the Government of the United Kingdom on the future of Hong Kong. There are as yet, therefore, no indications to suggest that the interests of Indian citizens permanently resident in Hong Kong will be jeopardized in the post-1997 period.

Pakistan Rocket Launching Experiments

635. SHRI B.V. DESAI : Will the PRIME MINISTER be pleased to state :

(a) whether Pakistani Space and Upper Atmosphere Research Commission is planning high-altitude scientific rocket launching experiments and analysis and interpretation of data received through such experiments;

(b) whether the Commission has so far launched more than 150 rockets into the upper atmosphere and space;

(c) if so, whether such scientific rockets show that Pakistani nuclear capacity has been increased much higher than India;

(d) if so, whether this will pose a great threat to our scientific research; and

(e) if so, the steps Government propose to take to see that Pakistan scientific researches are not used against India ?

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) Since 1962, Pakistan Space and Upper Atmosphere Research Committee (SUPARCO), which later became a Commission, has been conducting High-Altitude Scientific Sounding Rocket Experiments and analysis and interpretation of data received through such experiments.

(b) Yes, Sir.

(c) and (d). Sounding Rocket Experiments for upper atmospheric studies have no co-relation with nuclear capacity. As such, no threat to our scientific research is expected.

(e) Government of India is always watchful of any threat to Indian interests.

"Damage to Nature Despite Central and State Laws"

636. SHRI BALASAHEB VIKHE PATIL : Will the PRIME MINISTER be pleased to state :

(a) whether at a Seminar held recently in New Delhi it was pointed out that despite 200 Central and State laws, incalculable damage to nature persists;

(b) if so, whether Union Government would call a meeting of State representatives to find out the ways to make the existing laws more meaningful and effective; and

(c) if so, the time by which this will be done ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BIR SEN) : (a) to (c). The proceedings of the Seminar held in New Delhi during 1-3 March, 1985 on "Law and Science in the protection of the Environment", organised by the Jawaharlal Nehru University, with financial support from the Department of Environment, have not yet become available. However, it may be stated that one of the recommendations of the Committee under the chairmanship of Shri N.D. Tiwari, constituted by the Government of India in 1980 to recommend legislative measures and administrative machinery for ensuring environmental protection, was that a systematic and comprehensive review should be made of Central and State legislations which have *inter-alia* objectives related to the protection of the environment, for removing their weaknesses. The State Govts. have already been addressed to quickly carry out such a review of the legislation at State level. The Govt. of India has come forward with amendments in respect of the following Central Acts, expected to come up possibly during the current session of the Eighth Lok Sabha/133rd Session of the Rajya Sabha :

(i) The Mines and Minerals (Regulation and Development) Amendment Bill, 1985.

(ii) The Water (Prevention and Control of Pollution) Amendment Bill, 1985.

(iii) The Water Cess (Amendment) Bill, 1985.

"Use of Alcohol in Cars"

637. DR. G. VIJAYA RAMA RAO :

Will the PRIME MINISTER be pleased to state :

(a) whether the Central Water Pollution Board has been trying un-successfully to limit the level of tetra-ethyl lead in Petrol to 0.15 gm./litre as against ISI's outmoded limit of 0.55 gmlitre;

(b) whether Brazil is now operating 100 per cent alcohol-driven cars successfully and if so, whether India has any plans to switch over to renewable sources of energy; and

(c) whether there is any proposal under the consideration of his Ministry to stop/delay use of alcohol in cars ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BIR SEN) : (a) The Central Board is working with the Petroleum industry to minimise the use of lead in petrol and progressively bring it down to 0.15 gm/litre.

(b) and (c). No, Sir.

Infiltration of Extremists into Indian Territory from Pakistan

638. SHRI LAKSHMAN MALLICK :
SHRI AMARSINH RATHAWA :

Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether Government's attention has been invited to the news-item which appeared in the 'Hindustan Times' dated 9th February, 1985 that about 3,000 extremists have sneaked into Indian territory after receiving in various Pakistani camps and that some of the nabbed extremists are now being interrogated in Delhi's Red Fort;

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

(c) the steps taken by border security authorities to check the menace of extremists ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) to (c). The report referred to has come to notice. Strict vigilance is being maintained in this regard by the authorities.

Inadequate Strength of B.S.F. to Check Infiltration

639. SHRI AMARSINH RATHAWA : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether the present strength of BSF is adequate to protect our border along Bangladesh from infiltration entry and smuggling;

(b) if not, what steps are being taken by Government to increase the strength of BSF and also to establish more check post to narrow down the distance between two order outposts for strict vigil over unauthorised entry and smuggling; and

(c) what steps are being taken to tighten the security on other border along-with Pakistan to check the illegal entry of extremists ?

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

(b) Does not arise.

(c) Vigorous petrolling and extra vigilance are being maintained on the borders by BSF. Ambushes and special patrols are carried out on suspected routes. Dog Squads and mounted patrols on horses have been pressed into service to apprehend illegal entrants/extremists.

Cut on Seventh Plan

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

(a) whether there is a proposal to cut the size of the Seventh Five Year Plan (1985-90) of Rs. 1,80,000 crores as envisaged in the Approach Paper; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI K.R. NARAYANAN) : (a) and (b). The plan size envisaged in the Approach Paper is Rs. 1,80,000 crores. The Plan is now in the process of being finalised.

Persons Living below Poverty Line during Five Year Plans

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

(a) the number of persons who lived below the poverty line during all Five Year Plans, planwise figures; and

(b) steps proposed to be taken in the Seventh Five Year Plan in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI K.R. NARAYANAN) : (a) The concept of poverty line and the estimates of percentage of persons below it were attempted for the first time for the Sixth Five Year Plan (1980-85) These were based on the recommendations of a Task Force on Minimum Needs and Effective Consumption Demand appointed by the Planning Commission in 1977. The main data source for these estimates in the quinquennial Consumer Expenditure Survey of the National Sample Survey Organisation (NSSO). The estimate of 51.12% of the population being below the poverty line in 1979-80, made for the Sixth Plan, was based on the 1977-78 NSSO Survey.

(b) A number of programmes under implementation like the Integrated Rural Development Programme (IRDP), National Rural Employment Programme (NREP) and Rural Landless Labour Employment Guarantee Programme (RLEGP) are aimed at increasing the income of the weaker sections by creation of either assets leading to a steady flow of income or of employment. In the first four years of the Sixth Plan (1980-84), 12.58 million families have been assisted through the IRDP and 1428 million mandays of employment have been generated through the NREP and RLEGP. The Approach to the Seventh Five Year Plan envisages that the package of poverty alleviation programmes will continue at an

accelerated pace in the Seventh Plan period.

Annual Plans for States for 1985-86

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

(a) whether Government have finalised the Annual Plans of States for 1985-86; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI K.R. NARAYANAN) : (a) and (b). The Annual Plans 1985-86 of the States have not yet been finalised.

Pension and other Facilities to Freedom Fighters

644. SHRI C. MADHAV REDDI : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether Government will look into long pending cases of increase in pension and other medical and accommodation facilities to the freedom fighters; and

(b) if so, when ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) and (b). The matter of further enhancement in monthly pension to the freedom fighters under the Swatantrata Sainik Samman Pension Scheme, 1980 is under consideration.

Most of the State Governments/U.T. Administrations already provide free medical facilities to freedom fighters.

There is no scheme in general at the Centre for the grant of accommodation facilities to freedom fighters. In deserving cases, prominent freedom fighters are allotted accommodation for General Pool in Delhi/New Delhi by the Directorate of Estates, Ministry of Works and Housing on specific recommendation of the Ministry of Home Affairs. Each and every case is considered on merits.

"Industrial Units Manufacturing Liquid and Non-Liquid Toxic Chemicals"

645. SHRI C. MADHAV REDDI : Will the PRIME MINISTER be pleased to state :

(a) whether 500 Industrial Units in Delhi alone are located in Non-conforming areas, including 20 units manufacturing liquid and non-liquid toxic chemicals; and

(b) the total number of such plants throughout the country ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BIR SEN) : (a) No census of Industrial Units located in Non-conforming areas of Delhi has been conducted recently. However, according to Delhi Administration there are nearly 50,000 Units (including house hold) functioning in non-conforming areas. These include 30 industries manufacturing liquid and Non-liquid toxic Chemicals.

(b) The total number of industries located in non-conforming area throughout the country is not available.

"Protection of Environment and Afforestation Programme during Seventh Plan"

646. SHRI MOHAN LAL PATEL : Will the PRIME MINISTER be pleased to state :

(a) the specific programmes envisaged in the Seventh Five Year Plan for protecting Environment from pollution and damage;

(b) the special steps being taken by Government for afforestation programmes; and

(c) the total amount allocated for afforestation during the Seventh Plan ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BIR SEN) : (a) The programmes envisaged in the Seventh Five Year Plan for protection of environment from pollution and damage include the following :

(i) Action plan to prevent pollution of the Ganga;

(ii) River basin-wise pollution control;

(iii) Phased implementation of Minimal National Standards for polluting industries;

(iv) Creation of Biosphere Reserves for protection of representative ecosystems; and

(v) Field action projects for reclamation of degraded area.

(b) These include :

National Wasteland Development Board is being set up to take up intensified afforestation programme. It is proposed to afforest 5 million hectares every year during the VII plan period. Afforestation on wastelands, strips on roadsides and lands on both sides of the rail-lines is proposed to be intensified.

(c) A tentative outlay of Rs. 5770 crores is proposed for the forestry sector.

Tourism Schemes during Seventh Five Year Plan

647. SHRI B.V. DESAI : Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) whether for the first time in the country's planning history, tourism will be recognised as a vital sector of economy;

(b) if so, the schemes that will be undertaken by Government during the Seventh Five Year Plan in regard to the development of tourism in India;

(c) if so, the amount proposed to be allocated for the same; and

(d) the details of the proposed schemes that will be undertaken ?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) : (a) to (d). The Approach Paper of the Seventh Five Year Plan as formulated by the Planning Commission and subsequently approved by the National Development Council has made the following recommendation :

"There is a vast potential for development of tourism in the country. Tourism should be accorded the status of an industry. Private sector investment will have to be encouraged in developing tourism and public sector investments should be focussed only on development of support infrastructure."

This has been conveyed to all the State Government and the concerned Ministries of the Central Government.

The Seventh Five Year Plan has not yet been finalised. Only for 1985-86 which will be the first year of the Seventh Plan, the Planning Commission has allocated Rs. 1382.00 lakhs as Plan Budget in the Central Sector (as against Rs. 600.00 lakhs for 1984-85). The Department in its draft Seventh Plan outline has recommended a selective approach for development of tourism infrastructure under the following broad headings :

Development of infrastructure at the centres of tourist interest in consultation with State Governments, development of beach resorts, improvement of facilities for Himalayan trekking and water sports, preservation of national heritage areas, floodlighting of monuments, development of tourism along Buddhist circuits, construction of yatrikas/dharamsalas at pilgrim centres, improvement in the quality of surface transport facilities, development of wildlife tourism, professionalisation of services in tourism and travel industry, production of quality publicity material, and increased overseas promotional efforts and publicity.

Details of the schemes under these headings are being finalised in consultation with the State Governments.

Increase of Border Outposts to Check Infiltration and Smuggling

648. SHRI B.V. DESAI : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether Government are seriously

considering to increase the border outposts to deal firmly with the problems including infiltration;

(b) whether the Border Security Force has already increased outposts in West Bengal, Tripura, Punjab and Rajasthan;

(c) if so, to what extent these border outposts have increased on the borders of Indo-Pak and Indo-Bangladesh;

(d) to what extent the increasing of border outposts has reduced the smuggling and infiltration to India; and

(e) what other measures are being taken in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) and (b). Anti-infiltration measures are reviewed by Government from time to time and border outposts of BSF have been increased in West Bengal, Tripura, Punjab and Rajasthan.

(c) The additional border outposts opened by BSF during the last two years were 38 on Indo-Pak border and 86 on Indo-Bangladesh border.

(d) The establishment of new border outposts has helped in stepping up vigilance on the borders with the result that more infiltrators and smugglers were apprehended and more smuggled goods seized. The increase in the border outposts is likely to discourage potential infiltrators and smugglers.

(e) Constant vigil is maintained by the BSF. Ambushes and special patrols are carried out on suspected routes. More watch towers are being erected. Dog squads and mounted patrols on horses have been pressed into service.

[Translation]

Cases Pending Against I.A.S. Officers in States

649. SHRI DILEEP SINGH BHURIA : Will the PRIME MINISTER be pleased to state :

(a) the number of I.A.S. Officers, in

the country, State-wise, against whom inquiries or court cases are pending at present;

(b) whether any time-bound programme is being implemented for disposal of these cases; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF PERSONNEL AND ADMINISTRATIVE REFORMS AND CULTURE (SHRI K P. SINGH DEO) : (a) The information is being collected and will be laid on the Table of the House.

(b) and (c). Court proceedings and departmental proceedings being judicial/quasi-judicial in nature, no time bound programme has been prescribed for their disposal.

[English]

Development of the Unit of Central Institute of Medicinal and Auromatic Plants in Darjeeling

650. SHRI ANANDA PATHAK : Will the PRIME MINISTER be pleased to state :

(a) whether a unit of the Central Institute of Medicinal and Auromatic Plants is functioning at Tung in the District of Darjeeling; and

(b) if so, what are the proposals of Government to develop it further during the Seventh Plan ?

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.

(b) The project would be further strengthened during the seventh Plan period provided suitable land is made available by the Government of West Bengal.

Outlay for States

651. SHRI CHINTAMANI JENA : Will the Minister of PLANNING be pleased to state :

(a) whether the outlay for each state

for the Seventh Five Year Plan has been finalised;

(b) if so, the amount for each State, approved by the working group; and

(c) what steps are being taken for the development of backward districts of each state during the period ?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI K.R. NARAYANAN) : (a) to (c). The Seventh Five Year Plans of the States have not yet been finalised.

Procedure for Disposal of Passport Applications

652. SHRI R.P. GAEKWAD : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Government propose to streamline the existing procedure for grant of passports in order to ensure speedy disposal of passport applications;

(b) whether it is a fact that normally applicants have to wait for three to four months for their passports even though document submitted by them are complete in all respects;

(c) whether any instructions have been issued to the passport officers for disposal of passport applications within the time limit prescribed; and

(d) if so, the details thereof and the action proposed to be taken to streamline the existing procedure for speedy and time-bound disposal of applications ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KHURSHID ALAM KHAN) : (a) The present procedure for grant of passports is fairly streamlined. Government is continuously reviewing procedure with a view to further streamlining this procedure and to render expeditiously miscellaneous passport services.

(b) No Sir. If the applications are properly filled in and all formalities are completed, the Passport Issuing Authorities are under instructions to issue passports within a period of seven working days.

(c) and (d). Yes Sir. General instructions have been issued that once all the formalities are completed the passports are to be issued within seven working days. Further, instructions have been issued to render miscellaneous passport services within three working days.

Hotel Projects of ITDC

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

(a) whether his Ministry has changed its policy of constructing hotel projects by India Tourism Development Corporation;

(b) whether the IDTC is now permitted to enter into joint sector hotel projects with private sector companies;

(c) if so, the reasons of changing the policy decision in constructing hotel projects; and

(d) since when this new policy has come into force ?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) : (a) The Approach Paper for the Seventh Five Year Plan approved by the National Development Council (NDC) in July 1984 recommended that private sector investment will have to be encouraged in developing tourism and public sector investments should be focussed only on development of support infrastructure.

(b) to (d). The ITDC is providing its consultancy, management and marketing services to the private sector companies. No proposal for joint sector hotels with private sector companies has been received.

"Action Plan to Control Pollution of Orissa Rivers"

654. SHRI K. PRADHANI : Will the PRIME MINISTER be pleased to state whether an action plan leading to all-round environmental improvement in respect of some of the Orissa rivers, which are highly polluted, will be drawn up at some stage ?

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

Studies have already been initiated in respect of the rivers Brahmani and Mahanadi.

Subsidy for Installing Devices for Renewable Sources of Energy

655. SHRI BALASAHEB VIKHE PATIL : Will the PRIME MINISTER be pleased to state :

(a) whether Government gives any subsidy for installing devices which makes use of renewable sources of energy;

(b) if so, the details thereof; and

(c) whether the subsidy has generated adequate response in popularising such devices and if not, whether Government propose to increase the subsidy amount ?

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) and (b). Details of Central subsidies provided through Department of Non-Conventional Energy Sources, for installing various devices making use of renewable sources of energy are shown in the enclosed statement. In addition, in Photovoltaic area, a small pilot project for the supply of 100 PV pumps to individual farmers is being implemented as a part of National Solar Photovoltaic Energy Demonstration Programme (NASPED). The pumps are being supplied at a subsidised price of Rs. 4000/5000 to small marginal/SC/ST/ farmers. A subsidy scheme for Wind pumps has also been introduced by the Department of Irrigation. The State Governments/Union Territories of Bihar, Delhi, Gujrat, Karnataka, Maharashtra, Madhya Pradesh, Orissa, Rajasthan, Tamilnadu and Uttar Pradesh give financial subsidy for Solar Cooker over and above the central subsidy. The State of Uttar Pradesh, Madhya Pradesh, Gujarat, Tamilnadu, Haryana and Union Territory of Delhi are providing subsidy for solar water heaters in addition to central subsidy. Some State Governments like Bihar, Gujarat, Himachal Pradesh, Madhya Pradesh, give financial subsidy to certain categories of beneficiaries in addition to Central subsidy for biogasplants.

(c) In solar thermal area, the revised scheme of subsidy was introduced in April 1984. Adequate response in popularising solar thermal devices has been received. Under National Project for Biogas Development (NPBD), response has been encouraging, as may be seen from the following figures :

| Year | No. of Biogas Plants completed |
|---------|--------------------------------|
| 1981-82 | 25,369 |

| | |
|---------|-----------------------------|
| 1982-83 | 57,498 |
| 1983-84 | 92,590 |
| 1984-85 | 1,17,820 (Up to Feb., 1985) |

In respect of improved chulhas, provision of subsidy has generated a good response in popularising the use of Improved Chulhas in households throughout the country.

Statement

I. Funding/Incentives by Central Govt. for installation/use of Solar Thermal System/devices including Community solar cookers during 1984-85

| S. No. | Details | Rate of Central Govt. Share | Remarks |
|--------|--|---------------------------------|---------|
| 1 | 2 | 3 | 4 |
| 1. | Funding in respect of Solar Thermal systems on <i>Central Govt.</i> own land/buildings where cost of conventional fuel replaced otherwise would have been met out of the consolidated funds of India. | 100% | — |
| 2. | Funding in respect of Solar Thermal Systems on State Govt. land/buildings where the cost of conventional fuel replaced otherwise would have been met out of the consolidated Fund of the State. | 75% | — |
| 3. | Funding of Institution/Public Trusts and bodies like IITs, Universities etc. | 100% | — |
| 4. | Funding in respect of Co-operative Societies for milk, tea and other similar activities in respect of water heating air heating desalination systems/timber kilns/crop dryers/community solar cookers. | 75% | — |
| 5. | Domestic water heating systems. | 50% | — |
| 6. | Private House Building Societies—In respect of centralised solar water heating systems/community solar cookers. | 50% of the cost of the systems. | — |
| 7. | Govt. Public Sector Enterprises—Water heating/air heating/desalination timber kilns/dryers/community solar cookers. | 50% | — |

| 1 | 2 | 3 | 4 |
|-----|---|--------------------|---|
| 8. | Autonomous bodies e.g. Municipal Corporations —Water heating/air heating/desalination timber kilns/dryers/community solar cookers. | 75% | — |
| 9. | Private Sector Industrial/Commercial Units —Water heating/air heating/desalination/timber kilns/dryers/community solar cookers. | 33 $\frac{1}{3}$ % | — |
| 10. | Educational Institutions/Agricultural Universities/Colleges/Schools/Anganwaris/Balwaris/Charitable & religious bodies —Water heating/air heating/desalination/timber kilns/dryers/community solar cookers. | 100% | — |
| 11. | Solar desalination systems in villages/backward areas. | 100% | — |
| 12. | Solar Dryers for agricultural produce for agricultural farms/rice/dal mills and individual farmers. | 50% | — |
| 13. | Family types solar cookers | 33 $\frac{1}{3}$ % | — |

II. *Solar Photovoltaic*

- (a) Solar Photovoltaic water pumping systems, community lighting systems are being supplied at a subsidised price of Rs. 25,000/- to State Governments and their agencies.
- (b) In respect of street lighting units supplied to State Electricity Boards and other State Government agencies, the cost of the photovoltaic modules tube-lights and timer/sensor devices is being met by the Central Government.

III. *Funding by the State Government for Installation of Community Biogas Plants/Institutional Biogas Plants*

| Plants | Extending of subsidies |
|--|--|
| 1 | 2 |
| (a) Community Biogas Plants | 100% of capital cost including cost of the controlled operation upto a period of six months to one year. |
| (b) Institutional Biogas Plants | (i) For Central/State Govt. institutions or Co-operative trusts/institutions or institutions tied to such bodies upto 75% of capital cost. (ii) In case of charitable organisation, higher contribution could also be considered in deserving cases. (iii) For private profit making institutions—31-1/3% of capital cost. |
| (c) Effluent Based Biogas (Incremental cost Biogas System) | 33% of incremental cost. |

| 1 | 2 |
|-----------------------|---|
| (d) Sewage Gas Plants | 50% to 75% of incremental capital cost of Biogas generation, conversion and distribution. |

IV. National Project on Biogas Development Pattern of Central Subsidy

| Size of Plant (cum) | For North Eastern Region Sikkim & Notified Hilly Areas & desert districts | Amount of Central Subsidy (in Rupees) | | |
|---------------------|---|---|----------------------|----------------|
| | | For other areas | | |
| | | For Scheduled Tribe/Small & Marginal Farmers including landless labourers | For Scheduled Castes | For all others |
| 1 | 2 | 3 | 4 | 5 |
| 2 | 2940 | 2350 | 2350 | 1560 |
| 3 | 3660 | 2860 | 2860 | 1900 |
| 4 | 4390 | 3220 | 3220 | 2140 |
| 6 | 5350 | 3920 | 2610 | 2610 |
| 8 | 6460 | 4640 | 3100 | 3100 |
| 10 | 8080 | 5540 | 3700 | 3700 |
| 15 | 11440 | 8150 | 5430 | 5430 |
| 20 | 15260 | 10960 | 7300 | 7300 |
| 25 | 17640 | 12280 | 8190 | 8190 |

(V) National Project on Demonstration of Improved Chulhas Pattern of Central Subsidy

| Type of Chulhas | SC/ST & Hilly Areas | Other Areas |
|--|--|---|
| A. Fixed Model of Chulhas (Wood Stoves) | Full cost of materials (Chimney, Grates dampers) | Full cost of material (Chimney, Grates dampers) |
| B. Portable Model of Chulhas (Wood Stoves) | 75% of the approved unit cost of model. | 50% of the approved unit cost of the model. |

Federation of Indian Chamber of Commerce and Industry for Monitoring the Plan Progress in Different Sectors

656. SHRI R. ANNANAMBI : Will the Minister of PLANNING be pleased to state :

(a) whether the President of Federation of Indian Chamber of Commerce and Industry has urged the Union Government to constitute Committees consisting of

Members of Parliament for monitoring the Plan progress in different sectors; and

(b) if so, the reaction of Government to the suggestion ?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI K.R. NARAYANAN) : (a) No, Sir.

(b) Does not arise.

Setting up NPP in Midnapore

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

(a) whether there is a nuclear power project in the Eastern Region of the country;

(b) if not, whether Government propose to include such project in the Seventh Plan; and

(c) whether such project would be set up in West Bengal ?

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) and (c). The report of the Site Selection Committee for the Eastern Region of which West Bengal forms a part is awaited.

Damage to Trucks Carrying Fruits from Srinagar to Delhi

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

(a) whether Government are aware of the fact that a sizeable number of trucks carrying fruit from Srinagar to Delhi were burnt/damaged between 1st November to 5th November on the way to Delhi or around Azadpur market;

(b) whether Government had provided or propose to provide any relief to truck owners or/and fruit merchants who suffered losses; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) 78 trucks laden with fruits/were found burnt damaged. However, there is no information on whether they had come from Srinagar.

(b) and (c). No Sir,

Import of Colour TV

659. SHRI K. KUNJAMBU : Will the PRIME MINISTER be pleased to state :

(a) whether colour TV is being imported at present;

(b) what is the demand projection for colour TV for the coming five years;

(c) whether adequate technological capacity exists in India to meet the projected demand; and

(d) if not, the steps being taken in this regard ?

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). Government is not permitting any import of Colour TV other than under the provisions contained in Import/Export Policy under gift scheme, which allows import of VCR/VTR with or without monitors from blood relations, and through personal baggage.

(b) The estimated demand for Colour TV sets for the Seventh Plan is given below :—

| Year | Nos. in Million |
|---------|-----------------|
| 1985-86 | 0.45 |
| 1986-87 | 0.55 |
| 1987-88 | 0.70 |
| 1988-89 | 0.85 |
| 1989-90 | 1.00 |

(c) Yes, Sir.

(d) Does not arise.

Bhabha Atomic Research Centre's Breakthrough in Plant Breeding

660. SHRI SOBHANADRESSWARA RAO : Will the PRIME MINISTER be pleased to state :

(a) whether Bhabha Atomic Research Centre has made breakthrough in Plant Breeding recently and if so, details thereof;

(b) whether the new seeds developed are available to public and if so, the quantum and sources of supply for the public;

(c) whether BARC had made similar "breakthroughs" earlier and if so, details thereof and quantum of seeds released so far; and

(d) whether Government are also aware of similar claims of breakthroughs and near "breakthroughs" by ICAR and whether Government will furnish details of R and D results, indicating the field application of these findings for important field crops ?

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) BARC has been using radiations to bring about genetic improvement in pulses, oil seeds and cereals. As a result, several new varieties have been developed in Arhar (Tur), Moong, Urid, Groundnut and Jute. Arhar varieties Trombay-Vishakha 1, TAT-10, Mung TAP-7 and Jut TKJ-40 have been notified by the Ministry of Agriculture, Govt. of India. Urid TAT-1 and groundnut variety TG-17 have been approved for release by the Maharashtra State Seed Committee. Groundnut varieties TG-3 and TG-14 have been approved by the Kerala State Seed Committee. TAT-5 variety of Arhar has been identified for North Plain West Zone by the All India Coordinated Programme on Pulses. Rice cultures developed at BARC are in mini-kit trials in Maharashtra and Andhra Pradesh.

(b) Seeds of new varieties approved by Central or State Seed Committee are multiplied by the National and State Seed Corporations for distribution to the farmers. For pulses and groundnut, BARC Punjabrao Krishi Vidyapeeth (PKV), Akola, Mahatma Phule Krishi Vidyapeeth (MPKV) Rahuri in Maharashtra, and for Jute Orissa University of Agriculture and Technology produce the breeder's and foundation seed of these varieties. Seeds are available to the public through the Seed Corporations and Agricultural Universities. About 36,000 KG seed of Arhar (T-Vishakha-1), 45,000 KG of Mung, TAP-7 was produced by PKV,

Akola and Maharashtra State Seed Corporation during 1984.

(c) Groundnut variety TG-1 was approved by the Central Varieties Release Committee in 1973. It is a large seeded variety suitable for HPS (Hand-picked selection) export. Its seed multiplication programme was taken up by the National Seed Corporation. Vanaspati Manufacturers Association, (VMA) and Indian Oilseed Produce Exporters Association (IOPEA). Because of restrictions on the export of groundnut including bold-seed types, seed multiplication was not continued by IOPEA. According to VMA reports, 1,40,683 KG and 37,000 KG seed of Trombay groundnut varieties was distributed during 1980 and 1981 respectively.

(d) All new crop varieties developed in the country are tested under the coordinated research programme of ICAR. This part of the question relates to ICAR Agriculture Ministry.

12.00 hrs.

[English]

PAPERS LAID ON THE TABLE

Notification under Air Corporation's Act, 1958, Annual Report, Annual Accounts and Review on the Working Indian Airlines for 1983-84 and Statement for delay in laying these papers etc.

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) : I beg to lay on the Table.

- (1) A copy each of the following Notifications (Hindi and English versions) under sub-section (4) of section 45 of the Air Corporations Act, 1958 :—
 - (i) The Indian Airlines (Flying Crew) Service (Amendment) Regulations, 1984 published in Notification No. Fin/Rules/38/2 in Gazette of India dated the 29th September, 1984 together with an explanatory note.

(ii) The Indian Airlines (Elying Crew) Service (Amendment) Regulations, 1984 published in Notification No. Fin/Rules/37/in Gazette of India dated the 15th September, 1984 together with an explanatory note.

(iii) The Indian Airlines (Flying Crew) Service (Amendment) Regulations, 1984 published in Notification No. Fine/Rules/73/3/987 in Gazette of India dated the 15th December, 1984 together with an explanatory note.

[Placed in Library. See No. LT-508/85]

(2) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Airlines for the year 1983-84 under sub-section (2) of section 37 of the Air Corporations Act, 1953.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Airlines for the year 1983-84 and the Audit Report thereon, under sub-section (4) of section 15 of the Air Corporations Act, 1953.

(iii) A copy of the Review (Hindi and English versions) by the Government on the working of the Indian Airlines for the year 1983-84.

(3) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library. See No. LT-509/85]

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

(i) A statement regarding Review by the Government on the working of the India Tourism Development Corporation Limited, New Delhi, for the year 1983-84,

(ii) Annual Report of the India

Tourism Development Corporation Limited, New Delhi, for the year 1983-84 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT-510/85]

(Interruptions)

MR. SPEAKER : What has happened ?

PROF. MADHU DANDAVATE (Rajapur) : In Gujarat there is a serious situation. Army has been deployed there.

MR. SPEAKER : I have already admitted a Calling Attention for tomorrow.

PROF. MADHU DANDAVATE : I would like the Home Minister to make a statement. (Interruptions)

MR. SPEAKER : I have already allowed a Calling Attention for tomorrow.

(Interruptions)

PROF. MADHU DANDAVATE : We cannot hear what you are saying.

MR. SPEAKER : We have already admitted a Calling Attention for tomorrow. He is going to...

SHRI NARAYAN CHOUBEY (Midnapore) : Why not a discussion under Rule 193 ?

MR. SPEAKER : If you want that...

(Interruptions)

SHRI K.P. UNNIKRISHNAN (Badagara) : The Prime Minister wants to say something. (Interruptions)

MR. SPEAKER : I am saying something ?

PROF. MADHU DANDAVATE : There is an agitation there and the Army is deployed... (Interruptions)

MR. SPEAKER : Listen to me please. Why do you not listen to me ?

PROF. MADHU DANDAVATE : You are not listening to me.

MR. SPEAKER : I have already listened. I was only replying to you. The Home Minister has left for Ahmedabad just now and when he comes back we can have the Calling Attention. If you want to have a statement from him, we can have it and then we can have a discussion. If you like, we can have a Calling Attention.

SHRI AMAL DATTA (Diamand Harbour) : We want an adjournment motion.

PROF. MADHU DANDAVATE : Induction of the Army calls for an adjournment motion. Is into a serious matter ? It calls for an adjournment motion.

MR. SPEAKER : No adjournment motion.

SHRI AMAL DATTA : What are the criteria for ad adjournment motion ?

(Interruptions)

MR. SPEAKER : He is already making a statement.

PROF. MADHU DANDAVATE : On the very land of Mahatma Gandhi, anti-reservation agitation is going on, and Army had to be called. Is it not a serious matter ?

(Interruptions)

MR. SPEAKER : Nothing is going on record.

*(Interruptions)**

MR. SPEAKER : I have already asked him, he is willing. No adjournment motion.

(Interruptions)

MR. SPEAKER : We can agree to Mr. Choubey's suggestion and you can have a discussion under Rule 193.

PROF. MADHU DANDAVATE : That will entail us to press for an adjournment motion. What is the norm for an adjournment motion ?

MR. SPEAKER : It is a State subject. He has to go, find out and come back.

THE PRIME MINISTER (SHRI RAJIV GANDHI) : As the Members are aware, the situation in Gujarat has turned serious

and we have sent the Home Minister to Gujarat for a first hand evaluation of the position there. He would have gone earlier, but as he had the Question Hour here and as the situation was reportedly under control this morning we thought it did not matter if he was delayed by an hour. Straight from here he is going to the airport and he will be going to Gujarat. He will come back and we will inform you of his report.

PROF. MADHU DANDAVATE : Do you expect a statement on the return of the Home Minister ?

SHRI RAJIV GANDHI : We will give you a statement. But you must keep in mind that certain matters which are State subjects should be kept as State subjects.

PROF. MADHU DANDAVATE : Deployment of Army is a serious matter. It is a Central subject.

MR. SPEAKER : Army was called in because...*(Interruptions)*

PROF. MADHU DANDAVATE : His position is acceptable to us. But he should not say that it is a State subject. Deployment of Army is a Central subject.

MR. SPEAKER : Army is called in...

(Interruptions)

MR. SPEAKER : Nothing goes on record.

SHRI RAJIV GANDHI : Will you permit us to discuss matters pertaining to law and order in other States as well ?

PROF. MADHU DANDAVATE : When the Army was deployed in Punjab it was taken up by the Government, and it was accepted. *(Interruptions)*

I will be happy if the Home Minister makes statement.

[Translation]

SHRI RAJIV GANDHI : I have already said about it, but I want to tell you only this...*(Interruptions)*

[English]

PROF. MADHU DANDAVATE : Do not bring in the State subject, because deployment of Army is a Central subject.

MR. SPEAKER : That is for the help of the personnel there.

SHRI AMAL DATTA : I have raised a matter about a bogus degree.

MR. SPEAKER : It is under my consideration.

Shti Khurshid Alam Khan.

82.05 hrs.

PAPERS LAID ON THE TABLE—Contd

[English]

Annual Report and Annual Accounts of Indian Society of International Law, New Delhi for 1983-84

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KHURSHID ALAM KHAN) : I beg to lay on the Table

- (1) A copy of the Annual Report (Hindi and English versions) of the Indian Society of International Law, New Delhi, for the year 1983-84.
- (2) A copy of the Annual Accounts (Hindi and English versions) of the Indian Society of International Law, New Delhi, for the year 1983-84 together with Audit Report thereon.

[Placed in Library. See. No. LT-511/85]

PROF. K.K. TEWARY (Buxar) : I have a couple of points. Yesterday, you made some very important observations about the activities and the statements of certain Akali leaders. It is unfortunate that the important national dailies like The Times of India, The Statesman and the Indian Express which are published from Delhi, have blacked out your observations. The matter concerned the lives of the Prime Minister and the President of India. I seek your observation as to how the proceedings of this House are covered.

MR. SPEAKER : It is the discretion of the press. There is freedom of the press. Whether it is negative or positive it is their outlook. What can I say about it. If a nationalist point of view is taken by them, it is well and good. If it is not there, it is for them. What can I do ?

PROF. K.K. TEWARY : You have made an observation—the Prime Minister also said—about the Gujarat affair... (Interruptions) In West Bengal the State Government has given a call for *rail roko*..

(Interruptions)

MR. SPEAKER : No.

PROF. K.K. TEWARI : We want to have a debate on what has been happening in West Bengal.

SHRI SUDINI JAIPAL REDDY (Mahbubnagar) : About loans to Rajendra Sethia...

MR. SPEAKER : We will do it. I have already promised. Why are you getting up ? We will have a discussion on this.

SHRI V. SOBHANEDREESWARA RAO (Vijaywada) : I gave a notice under rule 184 about unremunerative prices and it is coming under Rule 193...

MR. SPEAKER : We will see.

[Translation]

SHRI KALI PRASAD PANDEY (Gopalganj) : Mr. Speaker, Sir, I had given you a notice under Rule 388.

MR. SPEAKER : That has lapsed now.

SHRI KALI PRASAD PANDEY : I was sitting on the back bench, I was shouting, but you did not hear. I am a new Member.

I would like to say that an Indian plane was hijacked to a foreign country where the hijackers are being tried. In these circumstances, an organisation of our country has announced that a team from India would be sent there to plead the case of the hijackers in the court there. It is a question of the future of the country. I would request our Home Minister that he

should disclose the name of that organization as also the action being taken by the Government in this regard. So far as that organisation is concerned, M.P. should be aware of it and we should be informed as to what action is being taken by the Government in this regard.

[English]

PROF. K.K. TEWARY : Yesterday, you directed the Government to make a statement on the happenings in Punjab and arrest of extremists in the U.K. and what the Akali leaders have been saying. But there is no response from the Government. Then there is the Gujrat affair...

MR. SPEAKER : I have already observed on it. I think, the Home Minister has gone and he will be coming forward with a statement.

SHRIMATI GEETA MUKHERJEE (Panskura) : Yesterday, when the matter was raised by Tewaryji, you had made certain observations on the question of threat to the Prime Minister's life. Today in The Times of India a London based weekly's report has come—you might have seen it—where it has been said that a warning has been published that in the case of those Akali leaders who may seek a compromise, their families will be murdered and the London Police...*(Interrupt ions)*

MR. SPEAKER : All this will be covered in the Home Minister's statement.

12.06 hrs.

PAPERS LAID ON THE TABLE—*Contd.*

[English]

Notifications under All India Services Act, 1951, Khuda Bakhsh Oriental Public Library

Board (Delegation of Financial Powers)

Regulations, 1984 etc. etc.

THE MINISTER OF STATE IN THE DEPARTMENTS OF PERSONNEL AND ADMINISTRATIVE REFORMS AND CULTURE (SHRI K.P. SINGH DEO) :
I beg to lay on the Table :

(1) A copy each of the following Notifications (Hindi and English versions) under sub-section (2) of

section 3 of the All India Services Act, 1951 :

- (i) The Indian Forest Service (Pay) Amendment Rules, 1985 published in Notification No. G.S.R. 94(E) in Gazette of India dated the 19th February, 1985.
- (ii) The Indian Administrative Service Fixation of Cadre Strength) (Second Amendment Regulations, 1985 published in Notification No. G.S.R. 106 in Gazette of India dated the 20th February, 1985.
- (iii) The Indian Administrative Service (Pay) Second Amendment Rules, 1985 published in Notification No. G.S.R. 107 in Gazette of India dated the 2nd February, 1985.
- (iv) The Indian Forest Service (Cadre) Second Amendment Rules, 1985 published in Notification No. G.S.R. 102(E) in Gazette of India dated the 26th February, 1985.
- (v) The Indian Forest Service (Fixation of Cadre Strength) First Amendment Regulations, 1985 published in Notification No. G.S.R. 126(E) in Gazette of India dated the 28th February, 1985.
- (vi) The Indian Forest Service (Pay) Second Amendment Rules, 1985 published in Notification No. G.S.R. 127(E) in Gazette of India dated the 28th February, 1985.
- (vii) The Indian Administrative Service (Fixation of Cadre Strength) Third Amendment Regulations, 1985 published in Notification No. G.S.R. 249 in Gazette of India dated the 9th March, 1985.
- (viii) The Indian Administrative Service (Pay) Third Amendment Rules, 1985 published in Notification No. G.S.R. 250 in

Gazette of India dated the 9th March, 1985.

(ix) The Indian Police Service (Fixation of Cadre Strength) First Amendment Regulations, 1985 published in Notification No. G.S.R. 251 in Gazette of India dated the 9th March, 1985.

(x) The Indian Police Service (Pay) First Amendment Rules, 1985, published in Notification No. G.S.R. 252 in Gazette of India dated the 9th March, 1985.

[Placed in Library. See No. LT-512/85]

(2) A copy of the Khuda Bakhsh Oriental Public Library Board (Delegation of Financial Powers) Regulations, 1984 (Hindi and English versions) published in Notification No. II-KBL-Rcg (DEP)/84 in Gazette of India dated the 22nd December, 1984 under sub-section (4) of Section 28 of the Khuda Bakhsh Oriental Public Library Act, 1969.

[Placed in Library. See No. LT-513/85]

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

(ii) A statement (Hindi and English versions) regarding Review by the Government on the working of the Central Civil Services Sports Control Board, New Delhi, for the year 1983-84.

[Placed in Library. See No. LT-514/58]

(4) (i) A copy of the Annual Report (Hindi and English versions) of the Grih Kalayan Kendra, New Delhi, for the year 1983-84 along with Audited Accounts.

(ii) A statement (Hindi and English versions) regarding Review by the Government on the working of the Grih Kalayan

Kendra, New Delhi, for the year 1983-84.

[Placed in Library. See No. LT-515/85]

(5) (i) A copy of the Annual Report (Hindi and English versions) of the Central Institute of Higher Tibetan Studies, Varanasi, for the year 1983-84.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Central Institute of Higher Tibetan Studies, Varanasi, 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 Central Institute of Higher Tibetan Studies, Varanasi, for the year 1983-84.

[Placed in Library. See No. LT-516/85]

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

[Placed in Library. See No. LT-516/85]

(7) (i) A copy of the Annual Report (Hindi and English versions) of the Central Government Employees Consumer Co-operative Society Limited, New Delhi, for the year 1982-83 along with Audited Accounts.

(ii) A statement (Hindi and English versions) regarding Review by the Government on the working of the Central Government Employee's Consumer Co-operative Society Limited, New Delhi, for the year 1982-83.

[Placed in Library. See No. LT-517/85]

(8) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

[Placed in Library. See No. LT-517/85]

(9) A statement (Hindi and English versions) showing reasons for delay

in laying the *Annual Report and Audited Accounts of the Sahitya Akademi, New Delhi, for the year 1983-84.

[Placed in Library See No. LT-518/85]

Border Security Force (Assistant Commandants) Recruitment Rules, 1985, Sikh Gurudwaras Board (Election of Office Bearers and Executive Committees) (Amendment) Rules, 1985, Central Reserve Police Force (Amendment) Rules, 19:5 etc. etc.

THE MINISTER OF STATE IN THE
MINISTRY OF HOME AFFAIRS
(SHRIMATI RAM DULARI SINHA) :
I beg to lay on the Table :

- (1) A copy of the Border Security Force (Assistant Commandants) Recruitment Rules, 1985 (Hindi and English versions) published in Notification No. G.S.R. 137 in Gazette of India dated the 9th February, 1985, under sub-section (3) of section 141 of the Border Security Force Act, 1968.

[Placed in Library. See No. LT-519/85]

- (2) A copy of the Sikh Gurudwara Board (Election of Officers Bearers and Executive Committee) (Amendment) Rules, 1985 (Hindi and English versions) published in Notification No. G.S.R. 91 (E) in Gazette of India dated the 16th February, 1985 under sub-section (3) of section 146 of the Sikh Gurudwaras Act, 1925.

[Placed in Library. See No. LT-520/85]

- (3) A copy of the Central Reserve Police Force (Amendment) Rules, 1985 (Hindi and English versions) published in Notification No. G.S.R. 117 (E) in Gazette of India dated the 28 February, 1985 issued under section 18 of the Central Reserve Police Force Act, 1949.

[Placed in Library See. No. LT-521/85]

- (4) A copy of the Delhi Police (Appointment and Recruitment) (Amendment) Rules, 1984 (Hindi and English versions) published in Notification No. F. 5/46/84-Home (P)

Estt. in Delhi Gazette dated the 23rd November, 1984, under sub-section (2) of section 148 of the Delhi Police Act, 1978.

[Placed in Library See No. LT-522/85]

- (5) A copy of the Annual General Administration Report (Hindi and English versions) of the Andaman and Nicobar Administration, for the year 1982-83.

[Placed in Library. See No. LT-523/85]

Annual Reports and Reviews on the working of Tata Memorial Centre, Bombay for 1983-84, Indian Science Congress Association, Calcutta, for 1983-84, Tropical Meteorology, Pune for 1983-84, Bose Institute Calcutta for 1983-84 etc etc.

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) : I beg to lay
on the Table :

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Tata Memorial Centre, Bombay, for the year 1983-84 along with Audied Accounts.
- (ii) A statement (Hindi and English versions) regarding Review by the Government on the working of the Tata Memorial Centre, Bombay, for the year 1983-84.

[Placed in Library. See No. LT-524,85]

- (2) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Science Congress Association, Calcutta, for the year 1983-84 along with Audited Accounts.
- (ii) A statement (Hindi and English versions) regarding Review by the Government on the working of the Indian Science Congress Association, Calcutta, for the year 1983-84.

[Placed in Library. See No. LT-525/85]

*The Annual Report was laid on the Table on 20th January 1985

(3) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Tropical Meteorology, Pune, for the year 1983-84.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Tropical Meteorology, Pune, for the year 1983-84 together with Audit Report thereon.

(iii) A statement (Hindi and English versions) regarding Review by the Government on the working of the Indian Institute of Tropical Meteorology, Pune, for the year 1983-84.

[Placed in Library. See No. LT-526/85]

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

(ii) A statement (Hindi and English versions) regarding Review by the Government on the working of the Bose Institute, Calcutta, for the year 1983-84.

[Placed in Library. See No. LT-527/85]

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

(ii) A statement (Hindi and English versions) regarding Review by the Government on the working of the National Institute of Immunology, New Delhi, for the year 1983-84.

[Placed in Library. See No. LT-528/85]

(6) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Association for the Cultivation of Science, Calcutta, for the year 1983-84 along with Audited Accounts.

(ii) A statement (Hindi and English versions) regarding Review by the Government on the working

of the Indian Association for the Cultivation of Science, Calcutta, for the year 1983-84.

[Placed in Library. See No. LT-529/85]

(7) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Astrophysics, Bangalore, for the year 1983-84.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Astrophysics, Bangalore, for the year 1983-84 together with Audit Report thereon.

(iii) A statement (Hindi and English versions) regarding Review by the Government on the working of the Indian Institute of Astrophysics, Bangalore, for the year 1983-84.

[Placed in Library. See No. LT-530/85]

(8) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Geomagnetism, Bombay, for the year 1983-84.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Geomagnetism, Bombay, for the year 1983-84 together with Audit Report thereon.

(iii) A statement (Hindi and English versions) regarding Review by the Government on the working of the Indian Institute of Geomagnetism, Bombay, for the year 1983-84.

[Placed in Library. See No. LT-531/85]

12.09 hrs.

ELECTION TO COMMITTEES

[English]

(i) Official Languages Committee

THE MINISTER OF STATE IN THE
MINISTRY OF HOME AFFAIRS
(SHRIMATI RAM DULARI SINHA) : I
beg to move :

"That in pursuance of sub-section (2)

of Section 4 of the Official Languages Act, 1963, the members of Lok Sabha do proceed to elect, in accordance with the system of proportional representation by means of the single transferable vote, twenty members from among themselves to be members of the Committee to review the progress made in the use of Hindi for the official purposes of the Union and submit a report to the President making recommendations thereon in accordance with sub-section (3) of Section 4 of the said Act."

MR. SPEAKER : The question is :

"That in pursuance of sub-section (2) of Section 4 of the Official Languages Act, 1963, the members of Lok Sabha do proceed to elect, in accordance with the system of proportional representation by means of the single transferable vote, twenty members from among themselves to be members of the Committee to review the progress made in the use of Hindi for the official purposes of the Union and submit a report to the President making recommendations thereon in accordance with sub-section (3) of Section 4 of the said Act."

The motion was adopted.

SHRI G.M. BANATWALLA (Ponnami) : Protect me also, Sir.

MR. SPEAKER : I will be there to guard you all the time.

SHRI G.M. BANATWALLA : A Parliamentary delegation can go to Ahmedabad... (*Interruptions*). You had sent a team to Meerut earlier.

MR. SPEAKER : No. the Home Minister has gone, let him find out, Let the things come, out.

(ii) Animals Welfare Board

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : Sir, I beg to move :

"That in pursuance of Section 5 (1) (i) of the Prevention of Cruelty to Animals Act, 1960, the members of

this House do proceed to elect, in such manner as the Speaker may direct, four members from among themselves to serve as members of the Animal Welfare Board for the next term commencing from the date of notification by the Government, subject to the other provisions of the said Act."

MR. SPEAKER : The question is :

"That in pursuance of Section 5 (1) (i) of the Prevention of Cruelty to Animals Act, 1960, the members of this House do proceed to elect, in such manner as the Speaker may direct, four members from among themselves to serve as members of the Animal Welfare Board for the next term commencing from the date of notification by the Government, subject to the other provisions of the said Act."

The motion was adopted.

(iii) Sree Chitra Tirunal Institute for Medical Sciences and Technology, Trivandrum

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS, OF OCEAN DEVELOPMENT, ATOMIC ENERGY, SPACE AND ELECTRONICS (SHRI V. SHIVRAJ PATIL) : Sir, I beg to move :

"That in pursuance of Section 5(j) of the Sree Chitra Tirunal Institute for Medical Sciences and Technology, Trivandrum, Act, 1980, 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 Sree Chitra Tirunal Institute for Medical Sciences and Technology, Trivandrum, subject to the other provisions of the said Act."

MR. SPEAKER : The question is :

"That in pursuance of Section 5 (j) of the Sree Chitra Tirunal Institute for Medical Sciences and Technology, Trivandrum, Act, 1980, 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 Sree Chitra Tirunal Institute for Medical Sciences and Technology, Trivandrum, subject to the other provisions of the said Act."

The motion was adopted.

12.10 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC TO IMPORTANCE

[English]

Reported unrest amongst labourers in stone quarries at Faridabad and attack on them by armed gangs

PROF. MADHU DANDAVATE (Rajapur): I call the attention of the Minister of Labour to the following matter of urgent public importance and request that he may make a statement thereon:—

"Unrest amongst labourers in the stone quarries at Faridabad and attack on them by armed gangs resulting in the death of a Harijan Labourer and injuries to several others and the steps taken by the Government in the Matter."

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI T. ANJIAH): An agitation of mine labourers organised by the Bandhua Mukti Morcha was held in Faridabad on the 14th March, 1985. The main demand was implementation of the Awards of the Central Government Industrial Tribunal, Chandigarh.

Swami Agnivesh, the leader of the Bandhua Mukti Morcha met the Dy. Commissioner on 15.3.1985. The Dy. Commissioner fixed a meeting between the Contractors, Labourers and the concerned officers of the State and Central Government on 18.3.1985. On 16.3.1985 Swami Agnivesh again met the Dy. Commissioner. The Dy. Commissioner advised him to wait till the 18.3.1985.

On 17.3.1985 the Crusher Owners wanted to start the crushing operations. About 300 workers were also willing to start the work. In the meanwhile about 500 labourers arrived at the scene. They wanted the crushers to be stopped. In the scuffle that followed, stones were thrown and lathi blows were exchanged. Unfortunately, one person Shri Dhoom Das was killed and 16 persons were injured from both the sides.

Two rounds were fired by a Sub-Inspector of Police in the air to scare away the agitating mob. The crowd dispersed thereafter. The dead body and the injured were taken to the B.K. Hospital, Faridabad. Four persons were admitted in the Hospital and the others were discharged after first-aid. 40 persons were arrested and two cross-cases have been registered.

The Central Government Industrial Tribunal, Chandigarh has given 3 Awards. The first Award was given on 10.9.1984. By this M/s. A.G. & Company was directed to forthwith stop making unauthorised deductions from the wages of the workers engaged in quarries. This award could not be implemented because M/s. A.G. and Company has not been operating the quarries since May, 1984.

The other 2 awards were given on 22.1.1985 against M/s. G.S.C. and Company, Faridabad and M/s. Pioneer Crushing Company. In these awards the Tribunal not only directed that the unauthorised deductions should be stopped forthwith from the wages of workers but also directed that the deductions made in the past should be refunded.

These 2 awards have been published in the Gazette on 16.2.1985 and became enforceable from 18.3.1985.

I share the deep concern of the Hon'ble Members on this tragic incident and we now propose to go into the entire issue relating to lease and working of these quarries with the State Government, so as to safeguard the interest of workers. I would also like to bring to the notice of the Hon'ble Members that we have already taken steps to comply with the directives of the Supreme Court issued in December, 1983.

12.13 hrs.

[Mr. Deputy-Speaker in the Chair]

PROF. MADHU DANDAVATE : Mr. Deputy-Speaker, Sir, I am constrained to observe, at the very outset, that on 12th March 1982, I had tabled a Calling Attention Notice on a similar subject, when the Labour Minister was kind enough to assure the House that the Centre will come in contact with the Haryana Government, the problem will be explored in depth and whatever situation arises in Haryana, and particularly in the stone quarries, as a result of the treatment that is meted out to the migrant labour in bondage at the stone quarries, justice will be done to them. Sir, three years have passed, the same Government continues and we find that there is an urgent need to call the Attention of this House again to a similar incident at the Faridabad stone quarries.

I want to tell you with all the seriousness at the very outset, that the tragic story that I will narrate before the House for the benefit of the hon. Members, will be a heartrending story and, if Minister's sympathy is not roused and his tears do not shed, I have not the least doubt that, after listening to my observations and the questions that I pose, the tears in his eyes will be totally frozen; so colossal is the tragedy that has taken place at Faridabad.

Unfortunately, the majority of the bonded migrant labour at the stone quarries in Faridabad happen to be harijans and tribals, or belonging to the weaker sections. When this question came up long back, on the 12th March 1982, I had raised the question through a Calling Attention Notice, where I had given all the details, which I do not want to repeat, because there are some members in this House, who were in the last Lok Sabha also, and fortunately there are some Ministers... (*Interruptions*) Hon. Minister, why don't you allow me to continue? It is too serious a tragedy and I think I do deserve the attention of this House.

I would like to point out that this very serious question arose even a number of years back and today it has been intensified. I would like to recall the experience of those who are connected with an organisation dealing with bonded labour, the **Bandhua Mukti Morcha**. They had already gone to the Supreme Court to seek justice.

When they found that the administration is not prepared to give them justice, when they found that the quarry owners are not prepared to give them justice and when they found that the contractors have complicated their problem, they went to the Supreme Court. Here I would like to quote a very significant Supreme Court judgment that was delivered on the 16th December 1983. The whole judgment is nothing but a sea of pathos. I will read out a part of the Judgment. Justice Bhagwati said in the Judgment: "They are non-beings." He refers to the bonded migrant labour as non-beings.

"They are non-beings, exiles of civilization living a life worst than that of animals, for animals are at least free to move about as they like and they can plunder or grab food wherever they are hungry. But these outcasts of society are held in bondage, robbed of freedom and consigned to an existence where they have to live either in hovels or under the open sky."

This is what Justice Bhagwati had said in his Judgment. And then there was an operative Clause to the Judgment and it is here that the Central Government comes into the picture. In the operative Clause of the Judgment delivered on 16th of December, 1983, Judges of the Supreme Court observed :

"The State of Haryana is duty-bound to take action to enforce the provisions of Mines Act 1952 and Mines Rules 1955 and other rules and regulations made under that Act for the benefit of workmen. Though we have given these directions to the Central Government..."

Please note :

"Though we have given these directions to the Central Government and the State of Haryana and we expect them to strictly comply with these directions, we need not state that if any of these directions are not properly carried out by the Central Government or the State of Haryana, we shall take a very serious view of the matter, because we

firmly believe that it is no use having "welfare laws on the Statute Book, if they are not going to be implemented. We must not be content with the law in books, but law in action."

After reading out the operative clause of the Judgment, I do not want to read out all those twentyone directives that the Judges have given. There were twentyone directions that were given to the Central and State Governments.

But the Supreme Court did not stop at that. Very often in the Administration we find certain assurances are given, but there is no time frame prescribed. As a result of that, injustice drags on and people continue to suffer and the bonded labour continued to be in agony. In order to prevent that agony, the Supreme Court went a step ahead and laid down a time-frame. The Supreme Court directed the Centre and the State that within six weeks of the date of Supreme Court Judgment, bonded labour must be sent back to their homes in different States and minimum wages to quarry workers and power crushers should be made available by raising necessary funds.

The directive was clearcut. The time prescribed was clear-cut. On 16th of December, 1983, the Judgment was delivered and the Supreme Court Judge had categorically said :

"I am giving a six-week time for the implementation of various directions concerning housing, concerning sanitary facilities, concerning the implementation of minimum wages and concerning the rest of the amenities to be provided to all of them."

Now, I would explain what were the conditions of wages due to bribery and corruption and so many irregularities by unauthorised agencies working in the quarries due of an accepted wage packet of Rs. 71/- to be given to these migrant labour working in the stone quarries at that particular place, Faridabad, what is the actual packet that they get? On 16th of this month, I and two my of my colleagues from parliament—one from the Rajya Sabha and one from the Lok Sabha—went on the spot. The workers were organising

a Dharna in front of the Office of the Deputy Commissioner. We met a large number of them. They were illiterate persons. Many among them were women carrying children in their arms. We asked them separately: Rs. 71/- is the wage packet prescribed for you. When you carry the wage packet at home, what is the amount that you carry? So many women with tears in their eyes told us that 'only on papers we sign that we have received Rs. 71/- for gage packet, but when we carry the packet at home, it is only Rs. 22/- that we carry.'

What happens to the rest of the amount? Fifty per cent of that wage packet is swallowed by mafia gangs, part of it is taken by the contractors, or when it is taken by the other middlemen, they threaten the women that if they do not part with part of their wage packet, they are likely to be molested and raped. That is what they are threatened with and out of the wage packet of Rs. 71, a wage packet of Rs. 22 is carried home by the bonded labour.

In order to find out whether the Supreme Court Judgment is implemented or not, the Judges had an inkling that probably the directives, the 21-point directives that were given were not likely to be implemented and, therefore, the Judges of the Supreme Court directed that bonded labour should get drinking water, sanitary facilities, residential houses, ration shops, free medical aid, and maternity benefits, and in order to find out whether all these directives are effectively or partially implemented or not, they appointed one Joint Secretary of the Government of India. His name was Mr. Lakshmi Dhar Mishra, a capable and competent Joint Secretary of the Government of India. He was appointed by the Supreme Court Judges and the terms of reference given to him were that he must go on the spot, find out whether the Supreme Court Judgment is being implemented and find out whether the Industrial Tribunal award at Chandigarh has also been implemented. That was the directive given by the Supreme Court. Mr. Lakshmi Dhar Mishra produced two important reports to indicate as to what is happening at Faridabad stone quarries, and in the two reports submitted by Mr.

Mishra it was found that most of the directives that were given by the Supreme Court were observed only in the breach. Most of the directives were violated and most important among them, that is, payment of the minimum wage of Rs. 71/- was not at all implemented and as a result of that all the bonded workers, migrant workers were living on a paltry wage of Rs. 22/.

There was a Central Industrial Tribunal at Chandigarh and it is here again that Centre comes into the picture. The ruling given by the Central Industrial Tribunal at Chandigarh was that a minimum wage of Rs. 71/- be implemented without any directions. Under the garb of some amount cut against the facilities no deductions are to be made. That was the ruling given by the Central Industrial Tribunal. To demand its implementation the workers launched an agitation. On 11th of March 1985, unitedly the workers launched an agitation. On 16th of March, I myself, Sudhir Roy and one Member of the Rajya Sabha visited the spot, we met the police officers, we had a very fine discussion with the police officers, and we made some concrete suggestions to them. We told them that on Monday—because Sunday happened to be a holiday—let them call the owners and the representatives of the contractors, let police authorities be present and let representatives of the *bandua morcha*, *Mukti morcha*, be present and they should try to sort out. But instead of doing that we found that on the 17th there was firing that had taken place. Eighteen truckloads of men were brought. Sir, our Chief Minister had been informed and told by the Chief Minister of Haryana that it was essentially a clash between two groups of workers. Sir, I myself had visited the spot. When we were having a demonstration in front of the D.C.'s office, we found truckloads of people coming. They did not march like other workers, they were brought in the trucks of the contractors and owners. At half a furlong they were asked to stop and from there they were asked to march and on their face there was no confidence, there was no determination to fight. It gave no indication that they were genuine workers. It was obvious that they were black-legs, determined and meant to break the legitimate struggle of the Bandhua workers

bonded labour. There were the 18 trucks full of contractors' men and they started attacking the genuine workers.

I am sorry the statement that is made by the Chief Minister appears to be a statement made by the contractors, a statement made by the quarry owners and at least a statement made by a police officer. If he had sent his representatives, his officers to find out what has happened, I don't think, he would have come out with such a statement. I think, an ordinary police constable also is capable of producing a statement of this type. That is the tragedy of the statement.

I want to bring home to the notice of the House that on this question of bonded labour, the House is not divided between the ruling Party and the Opposition Parties. I am going to produce before the House a letter written by two MPs. I will deliberately not mention their names. But I will produce the original letter written to the former Prime Minister, Mrs. Indira Gandhi. I must compliment the former Prime Minister, Mrs. Indira Gandhi as she was prompt in replying to the letter. A copy of the letter is also in my possession. Sir, for the information of the Minister and the House, I shall read out the letter of Mrs. Indira Gandhi. There is nothing confidential. There is nothing secret. There is something that would be complimentary to the Government and therefore there is no damage done in reading that letter. I am going to read that letter also.

On the 16th of March, 13 MPs saw the situation with their own eyes. We had conversation and talk with the bonded labourers. When the firing took place again some Members visited the site and we found that the attacking people were not the genuine workers. They were supporters of the contractors.

There is one more aspect to which I would like to make a reference. There is a mafia gang that is operating. Mafia gang is playing havoc in different parts of the country. There is a mafia gang operating in Faridabad also. It is these people who extract commission from the poor peasants, from the poor labourers and from the poor

villagers. They insist upon 50% commission. The other day when we were demonstrating in front of the DC's office, it is the same mafia gang people who were filled in the trucks. They tried to demonstrate. That was only a first part. That was the pilot project of armed gang attack the next day. On th 17th, the same mafia gang organised an armed attack with lathis and guns on the loyal workers who were agitating for the implementation of the decision of the Supreme Court. The workers who were agitating did not ask for the moon. The workers who were agitating simply demanded, "We do not want to ask anything more. Whatever directive is given by the Supreme Court, you implement the directive, the decision or the judgement of the Supreme Court. The Supreme Court is the highest court of land and their judgement or their ruling becomes the law of the land in the country. Therefore, we want the implementation of the law of the land, the ruling of the Supreme Court". This is what they said.

Who are the persons who are prominent in trying to bring about attacks on the bonded labour? One was Kartar Singh and the other was Avtar Singh. These are the two mafia gang leaders who were throughout instrumental in blackmailing the workers, in intimidating the workers and in terrorising the workers.

Mr. Deputy Speaker, Sir, for the information of the members of the ruling Party in the House, I want to take the entire House into confidence and not to embarrass. Certain MPs belonging to the ruling Party—I will not reveal their names...

SHRI BAPULAL MALAVIYA
(Shajapur) : *rose*

MR. DEPUTY-SPEAKER : You please sit down. Your name is not in the list.

PROF. MADHU DANDAVATE : Sir, I did not want to go into that controversy because in 1981-82, when I raised this question, I read out from the concerned law referring to bonded labour and what exactly constitute a bonded labour. I do not want to educate these learned Members. So many new learned Members have come and only few ignorant men like me are

here. I need not try to educate so many learned members who have come to the House as to what exactly is meant by "bonded labour". I read out in the last debate during the Calling Attention motion what exactly constitutes bonded labour.

MR. DEPUTY-SPEAKER : You are going to read out a letter.

PROF. MADHU DANDAVATE : There is nothing damaging.

MR. DEPUTY-SPEAKER : You just give a summary of it. That is enough.

PROF. MADHU DANDAVATE : Mrs. Indira Gandhi was always in the habit of writing small letters. So, my summary might be bigger than the letter itself. I would, therefore, prefer to read it out.

MR. DEPUTY-SPEAKER : You can summarise that also.

PROF. MADHU DANDAVATE : There is nothing damaging. I will not give the names. The rule is that nothing can be placed before the House which damages anybody's reputation. On the contrary, it enhances the reputation of the Prime Minister.

MR. DEPUTY-SPEAKER : You just tell us what she has said. That is enough.

PROF. MADHU DANDAVATE : It says :

"I have received your letter of January 27 regarding the alleged anti-national and anti-social activities of Shri Kartar Singh and Shri Avtar Singh of village Anandpur. The Chief Minister of Haryana is being asked to have this matter looked into.

Yours sincerely,
Indira Gandhi"

I checked up the signature. It is not a fake letter. It is a genuine letter. I give my thanks to Mrs. Indira Gandhi with retrospective effect. It was a good step which she had taken. She had asked the Chief Minister of Haryana that he must take cognizance of this particular aspect and do the needful. In spite of that, the

mafia gang is going on with their nefarious activities and attacks are taking place.

So many women with tears in their eyes told us what some members of the mafia gang said, "You are working here. But the work will be over at some point of time. You will have to run back to your husbands. But you will not reach them. You will be molested and raped. It has happened in the past and it will happen again." That is what the women were told. There were molestations; there were rapes; there were threats of blackmailing.

I do not want to give any name because unless we give notice in advance I should not refer to the names according to the parliamentary practice. One police officer, when we read out the Supreme Court judgment of Justice Bhagwati, said "Oh ! He does not seem to be a Judge. He seems to be a Professor of English who indulges in flowery language. What is the use of such flowery language and the burst of emotionalism ? That will not work as far as practical problems are concerned." This is what has happened. I do not want to take more time of the House. I know that this is not a debate. It is a Calling Attention notice. Therefore, to fulfill the technical requirements, I will pose certain questions.

I would like to know from the hon. Minister whether the Supreme Court directives given not only to Haryana State but also to the Central Government will be implemented in letter and spirit. There are 21 directives given. The hon. Minister cannot say that these were the directives received at the time of the previous Labour Minister. The Government is a continuity. The Ministers may come and the Ministers may go. But the Government continues all the time. Even when the party in power changes, the Government continues. Therefore, he will have to take cognisance as to what directives were given to the Government at that time. Will the Supreme Court directives be implemented effectively ? Will he use his good offices with the Haryana Government to ensure that the Supreme Court judgment and the Central Industrial Tribunal Award of Chandigarh is implemented *in toto* ?

Secondly, will the mafia gang leaders

whose names I have mentioned be arrested and dealt with firmly ? I know that when I talk of smugglers and when I talk of mafia gangs, we do run our lives in danger. But to those of us who belong to the mass movement, the interest of the masses is far more important and far more precious than the existence of our physical lives. Therefore, I am not worried. I may tell you that I have received telephone calls this morning and I was told. "If you refer to the mafia gang and, if you mention the names, you will have to pay the price." From the highest forum of Parliament, I want to tell those gangsters that Madhu Dandavate is prepared to pay the highest price in this land of Mahatma Gandhi if justice is to be given to the bonded labour. I am not worried about it. I have mentioned their names. I would like them to be booked and action to be taken against them.

Will the innocent workers who have been arrested at the instance and provocation of the contractors and mine-owners be released unconditionally ?

Will the prescribed minimum wage of Rs. 75/- per truck to be given to every worker be implemented without any deduction towards commission or towards mafia gang or towards contractors ? The Supreme Court order is extremely clear. Industrial Tribunal award of Chandigarh is extremely clear that Rs. 70/- must be paid without any deductions per worker per truck. I would like to know whether that will be implemented or not.

I would like to know from the hon. Minister for Labour whether he will take the initiative in calling a tripartite meeting consisting of the owners of the quarry mines and the representatives of Government and the representatives of the Bandhua Mazdoor Morcha, the institution set up for the liberation of bonded labour. This is a constructive suggestion that I am making. If the Labour Minister is able to do that, the problem can be solved probably across the table.

I must warn the Labour Minister "You are the Labour Minister. Continue to be the Labour Minister and not act as an

anti-Labour Minister." I do not want to make that allegation. The Labour Minister is our old friend. I know him very well. His heart is with the labour. I do not expect him to be anti-labour. I would like him to act as labour leader, as Labour Minister and not as anti-labour Minister. Therefore, he should take cognizance of the complaints that have come to him.

In a democratic polity, Supreme Court is the highest law of the land. That has to be implemented. Showing disrespect to the Supreme Court is actually showing disrespect to the Constitution of India and, therefore, I hope and trust that the Labour Minister will not give a cursory reply but try to give reply to the specific and pointed question that I have raised so that justice can be done to Bandhua Mazdoor Morcha, to bonded labourers. You can deal with us in any way you like. But don't try to deal with the bonded labourers in this way in this land of Gandhiji where the liberation of bonded labour is regarded as the liberation of the lowest of the low and it is the first priority for our country. Gandhiji always said "Unto the last. That is my word." If the last man in the society is lifted, the entire society is lifted.

I want that process to be commenced. Adequate answers should be given by the Labour Minister to my questions.

[*Translation*]

SHRI T. ANJIAH : Mr. Deputy Speaker, Sir, I agree on many of the points raised by Prof. Dandavate. So many things are happening there including the exploitation of the labourers. I also know about them. Only one contractor has taken base there and he has been changing the name of the company after every six months. Whenever there is any award, he says that no such company is in existence. I have come to know that some very people are the partners. I think that such people should be given the severest punishment, yesterday I had a discussion with the officers who visited the area. 206 prosecutions have been launched in implementation of Supreme Court Award, but I feel that it will serve no purpose, because only minor fine is imposed and there

is no provision for imprisonment. Thus, the offenders always escape prosecution.

We are soon convening a meeting with you, in which Morcha leaders and the contractor would also be invited. If no solution is found, the State Govt. of Haryana would be approached and asked to nationalise the quarry to avoid constant exploitation of the labourers there. The State Government should ensure the implementation of Minimum Wages Act and Supreme Court Award, if any, should also be implemented. The State Government should also ensure that the directions given by Industrial Tribunals from time to time are implemented. The person who fulfils all these formalities and conditions should only be awarded the lease of the quarries. If nobody agrees to accept these conditions, I fully agree with you that this lease system should be abolished. I quite agree with you on this point.

So far as the bonded labour system is concerned, it has been included in the 20 Point Programme of Smt. Indira Gandhi. We have been making efforts to secure the release of many bonded labourers. A discussion was held in the meeting held regarding bonded labour and it was found that there were three types of labourers— One is contract labour which includes temporary workers, other is casual labour and then there is the bonded labour. We are very seriously thinking about it and as far as possible, labour laws would be amended so that bonded labour system could be abolished. A sum of Rs. 2000/- is given to the bonded labour by us and on equal amount is given by the State Government. We have mooted a proposal that in addition to this total sum of Rs. 4000/-. They should be given loans from the banks so that they could start their own business. We are taking all the steps towards abolition of bonded labour under 20 Point Programme of Smt. Indira Gandhi and we are marching towards the goal, but total abolition of bonded labour system would take some time. We would soon convene a meeting in which opposition leaders and labour leaders would be invited.

[*English*]

SHRI MALLAREDDY RAGUMA REDDY (Nalgonda) : The most unfortunate thing happened on 17th of this month

in Anand Nagar near Faridabad. I know, the present Labour Minister was first a labourer, then a labour leader and today he is the Labour Minister. The contractor brought bonded labour, and instead of paying Rs. 71 as directed by the Supreme Court and the Tribunal, he was paying only Rs. 22 and sometimes Rs. 32. The labourers demanded Rs. 100 for crushing and grinding. Even the wage of Rs. 71 is very much less compared to the position in other States. In our State, for 150 cft. load, we are paying Rs. 200 to Rs. 250. Four pairs have to grind 150 cft. So, they are getting only Rs. 6 or 7 per day here. The hon. Minister has already assured the House that he will look into the matter personally. But giving only an empty promise will not do. With the help of the State Government, he should instruct the officers concerned and he should see that the wages are paid and the compensation is paid to the bereaved families and to the injured persons. As Prof. Dandavate requested, the labourers should be released immediately. Utmost importance should be given in future to release the bonded labour wherever they are in this condition, and the labour, should be protected from the clutches of the quarry-owners. Because he was first a labourer and then a labour leader, I know he will do justice to the labour. I request the hon. Minister to take immediate action against the goondas who are behind the scene and who are taking undue advantage of the situation. I request the Minister to arrest them immediately and take whatever action is possible under law.

[Translation]

SHRI T. ANJIAH : Just now, Reddy Saheb had spoken about the problems of bonded labour. I am giving him categorical assurance. I have already said that a meeting would be convened in which we will discuss what action should be taken. I seek your co-operation also for the abolition of bonded labour system and every effort would be made to abolish it.

I would call in contractors, representatives of the worker's union and quarry owners for discussing the matter regarding quarry workers, crushing workers and casual labourers and try to see what settlement can be reached. If no solution is

found, I feel the Government should nationalise them.

[English]

SHRI V. SOBHANEDREESWARA RAO (Vijayawada) : I am sorry to state that we have received a statement from our hon. Labour Minister (who is considered as a friend of the Labour—*Karmeeeka Bandha*) which I think, unfortunately before presenting it to this August House, he did not think it fit to go through. It has been couched in such a way as to give a wrong impression about the actual problem there and giving scope for the Members of this House to think that the quarry workers are also at fault. In fact, my hon. Friend, Prof Madhu Dandavate has dealt in detail and I will not repeat what he said. I would only like to pinpoint one or two points to the notice of this House, to you and to the hon Minister. While the Deputy Commissioner for Labour has fixed 18th March 1985 as the date for the meeting of the contractors, the labourers and the concerned officers of the State and Central Governments to discuss and to resolve the problem concerning the quarry workers and while there is a lot of tension in that place, I wonder why the quarry owners were permitted to operate the quarries because it is a matter over which the people and the workers are very much agitated. The workers have stopped working in the quarries to grind to stone. So, in the absence of any amicable settlement, it is but natural that the workers will prevent starting of the quarrying. In fact, the administration i.e. the District Collector or the Superintendent of Police should not have permitted the contractors to start the quarrying operations—which has led to this unfortunate incident. After all they have not demanded anything illegal or even more but only they requested implementation of the award by the Central Industrial Tribunal as well as the implementation of the Supreme Court judgment. In this statement also the hon. Minister has said that the companies which have participated in the labour proceedings have since been closed down and in that way they have escaped from the responsibility of paying the minimum rate fixed by the Tribunal or the Supreme Court of Rs. 71 per 150 cubic ft of material. It is quite astonishing that

the Department has allowed these people to go away like that, denying the workers their legitimate dues. Our information is that again the same people are operating there and are running the show in different names, changing the names of the company and the same persons are in the field.

So I request the hon. Minister to kindly take immediate action against these people who have refused to pay the workers their legitimate dues as per the award given by the Tribunal as also as per the latest award. The amount due to the workers which was not given to them should also be calculated and it should be given to the workers. My submission to the hon Minister is, the Police are trying to mislead about the entire situation. Our information is that they are hand in glove with those people whose names were mentioned by the hon. Member here. There are some other contractors who are managing the police people. The genuine workers as well as the goons, hoodlums and chamchas of the contractors are treated on the same footing, which is unjustified. They say they have put the cross cases. It is unjustified. I request the Minister who is interested in the welfare of labour to remove the false cases foisted on genuine labour. Stringent action is to be taken against those people responsible for the death of one harijan, namely, Dhoon Dass and injuries to several others including some women. We will be very happy if he takes prompt action in this regard, Mr. Dandavate has narrated his experience that in 1982 itself he brought to the notice of the House regarding the injustice done to bonded labour. In spite of the judgment of the Supreme Court there is negligent and indifferent attitude on the part of the Government of India in implementing the judgment. The judgment is binding on the Government as well as every person in this land. So, it should be implemented for th with. I request the Minister to inform the House about the action taken in this regard before our Budget session is over.

[*Translation*]

SHRI T. ANJIAH : Mr. Deputy Speaker, Sir, I have already said that a meeting would be convened very soon in which all these matters would be discussed. The members have asked as to why the date 18-3-85 had been fixed for holding the

meeting. The meeting was fixed to be held on 18-3-1985 as the date for enforcement of award was expiring two days letter. I do not want to go into the details of the matter further...(*Interruptions*)

[*English*]

SHRI V. SOBHANADREESWARA RAO : He is speaking about other things. I am following translation in English. I have not asked why the date was fixed on 18th.

SHRI T. ANJIAH : This is to be after 3 months of the Industrial Tribunal Award. That is why we fixed the date on 18-3-85. Before that date they cannot fix the meeting. I agree with you that there must be implementation of the decision of Supreme Court and Industrial Tribunal—They must be implemented. I agree, exploitation is there, I have already told you about it. I will convey the meeting. I will in invite Prof. Dandavate, I request you also. We can sit together and discuss this.

SHRI V. SOBHANADREESWARA RAO : Mr. Deputy-Speaker, Sir, you must come to our rescue. I have not questioned the validity of the meeting which is called on 18th. I asked why these officials have permitted the contractors to start the quarrying and crushing operations on the 17th.

SHRI T. ANJIAH : These are separate things.

[*Translation*]

PROF. MADHU DANDAVATE (Rajapur) : The Supreme Court had diverted that its Judgement should be implemented within six weeks of the date when it is given. Why was it not implemented and how much more time would it take to implement the judgement—is it possible for you to give any indication in this regard ?

Secondly, are you ready to give an assurance that the innocent persons who were arrested would be released before the tripartite meeting or not ?

SHRI T. ANJIAH : Mr. Deputy Speaker, Sir, the hon. Member believes as if I am running the Government there. Still, I have heard you but I cannot say

anything about it here. I am not the Home Minister to give any directive to them. Still, I would try to look into all these matters and I had called the concerned S.P. yesterday and discussed these things and I would discuss it later in the meeting also. No good will come out by disclosing those things before the House. I know all the facts about the workers who have not been apprehended, why they have not been apprehended and the names which you have mentioned, but I do not wish to disclose them. I will take action on it. I will call a meeting within 8-10 days, before this session ends.

[English]

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI GHULAM NABI AZAD) : Mr. Deputy-Speaker, Sir, I would request you kindly to consider skipping the Lunch Hour of the House to enable us complete the business of the House.

PROF. MADHU DANDAVATE (Rajapur) : We can skip the Lunch Hour but we do not want to skip our lunch.

MR. DEPUTY-SPEAKER : Is it the pleasure of the House to skip Lunch Hour of the House today ?

SOME HON. MEMBERS : Yes.

MR. DEPUTY-SPEAKER : So, we will continue. Next item—Matters under Rule 377.

12.58 hrs.

MATTERS UNDER RRLES 377

[Translation]

(i) Scarcity of drinking water particularly in hilly areas of U.P.

SHRI HARISH RAWAT (Almora) : Mr. Deputy Speaker, Sir the Government of India have been providing ample finances to the U.P. Government for implementing ambitious drinking water schemes in problem-villages of U.P. under the Minimum Needs Programme. Under this programme, U.P. Jal Nigam and Jal Sansthan have been

entrusted with the responsibility of water supply. The work of the these two Bodies in hilly areas and particularly in my constituency has been completely unsatisfactory. The Nethna drinking water project and Pithoragarh-Almora, Tinli-Chachroti-Kharhi drinking water projects are facing crisis. Water supply is being made on paper only; taxes are being collected from the people but the reality is that they do not get even a drop of water through the taps.

The Jal Nigam formulates the scheme and hands it over to the Jal Sansthan which is responsible for its implementation. The scheme is not formulated according to prescribed norms. The lower staff in both these organisations effect the transfer of the work of the scheme. Later on when the scheme does not work, the Jal Sansthan blames the Jal Nigam and Jal Nigam in turn blames Jal Sansthan for not effectively implementing the scheme and thus evade responsibility. It is the people who suffer consequently. I would, therefore, suggest that the Union Housing Ministry should direct the State Government :

1. That the formulation and implementation of drinking Water schemes should be the responsibility of only one organisation. For this purpose the Jal Nigam and Jal Sansthan should be amalgamated.
2. That a crash programme should be undertaken to survey and rectify the defective drinking Water Schemes and suitable funds be provided for the same.
3. A high level enquiry be made into the working of these two organisations.

[English]

(ii) Need for establishing an Agriculture University at Jobner, Rajasthan.

SHRI BANWARI LAL BAIRWA (Tonk) : The S.K.N. College of Agriculture at Jobner is the oldest college in Rajasthan. The ICAR visiting team, in its report has admitted there is no proper plan for the development of Jobner campus in the University of Udaipur. This team has recommended that there should be a separate Agriculture University in the State. The

reason for establishing an Agriculture University at Jobner are :—

- (i) Jobner occupies a central position in the State being situated in a typical rural environment.
- (ii) Texture of the soil is typically representative of the land of Rajasthan spreading over an area of 2090 bigas (400 acres) for instructional purposes.
- (iii) It is very near to the State capital and thus provides a better coordination between the University and the State.
- (iv) As the Agriculture University at Udaipur has since been converted into a multi-purpose faculty, the objectives of agricultural university in the State i.e. agricultural and educational, research remain largely unfulfilled.
- (v) There is no separate Agriculture University in Rajasthan.

In view of by the recommendations of ICAR and the views expressed by the authorities of World Bank, the Jobner College of Agriculture deserves to be developed into an Agriculture University.

(iii) Scarcity of fodder and Drinking water in certain districts of Himachal Pradesh.

PROF. NARAIN CHAND PARASHAR (Hamirpur) : The failure of rains has caused a very heavy damage to crops in Hamirpur, Unn, Bilaspur, Kangra and some other districts of H.P. There is acute scarcity of fodder and drinking water for human beings and the cattle, The draught has created panic among the people.

I, therefore, request the Ministry of Agriculture, Government of India, to come to the rescue of the people and the Government of Himachal Pradesh immediately and provide immediate relief and compensation so as to avoid the worsening of situation in the State.

[*Translation*]

- (iv) Need to declare Gyanpur Tehsil of Varanasi District and Sadar Tehsil of Mirzapur District as Industrial areas for production and export of carpets and brass ware.

SHRI UMA KANT MISHRA (Mirzapur) : Mr. Deputy Speaker, Sir, Gyanpur Tehsil of Varanasi District and Sadar Tehsil of Mirzapur District in Uttar Pradesh are mainly engaged in the manufacture of carpets and utensils and also export of carpets. Apart from this, agriculture is the main occupation. Foreign Exchange worth crores of rupees is earned through manufacture and export of carpets. Similarly, utensils are manufactured in Mirzapur and supplied to various parts of the country. The production of carpets, utensils and agricultural commodities is adversely affected due to irregular and short supply of power. If this area is provided power for 24 hours, it would help in increasing the production of carpets, utensils and Foreign exchange worth crores of rupees can be earned. Besides, agricultural production will also increase and as a result the income of lakhs of people will increase and their standard of living will also go up.

In view of these facts, I would request the Government to declare Gyanpur Tehsil of Varanasi and Sadar Tehsil of Mirzapur as industrial areas and they should be provided electricity round the clock so that the manufacture and export of carpets could be increased helping in earning more Foreign Exchange and manufacture of utensils and agricultural production could also be increased.

[*English*]

- (v) Broadcasting news bulletin in regional languages from AIR, Delhi.

SHRI P. PENCHALAIHAH (Nellore) : Delhi is the capital city of India. Persons in thousands who belong to different regions come and stay here. Businessmen, students and employees and many others come here and settle down here for a considerable time. Thousands of such persons do not follow either Hindi or English well.

At present, news bulletins in regional

languages are being relayed only by the Radio Stations situated in that particular State and people staying at Delhi do not get the opportunity to listen to the news in their languages. Thus, many persons who are interested in knowing what is happening around the world every day do not get opportunity to know as they cannot get news in regional languages from All India Radio.

Hence, I request the Ministry of Information and Broadcasting to direct the All India Radio to relay news bulletins in the regional languages at least morning and evening from Delhi Station of All India Radio.

[Translation]

- (vi) Sea erosion in South Canara District (Karnataka) and need for construction of a sea wall on entire Sea Coast.

*DR. V. VENKATESH (Kolar) : South Canara district in Karnataka State has a sea coast of more than 130 kilometres. During monsoon due to sea erosion the people living in the coastal area lose their huts and other small belongings and become paupers. The State Government has sanctioned money to construct sea wall to contain sea erosion. The work has already begun, but the amount sanctioned is insufficient. In some places of this coastal area where the sea erosion is more serious in spite of the wall, the destruction of the properties is continuing. Recently, Kodi of Kundapura Taluk, Tidiyur, Uddavara, Kapu, Muluru of Udipi Taluk have been affected by the sea erosion repeatedly. The people living in the above mentioned places of the coastal area have lost their homes and hearths.

The only remedy for this is the construction of sea wall all along the sea coast of South Canara district. But for such huge project the financial assistance of the Central Government is very essential. Therefore, I urge the hon. Minister for Rural Development to take necessary steps for the construction of sea wall on the entire sea coast to stand against sea erosion.

[English]

- (vii) Pollution in Delhi particularly in Chandni Chowk and need to suggest ways and means to solve the problem.

SHRI JAI PARKASH AGARWAL (Chandni Chowk) : Delhi is the capital of India. Chandni Chowk is the heart of Delhi. However, with the economic and technological achievements over the last generation which have undoubtedly brought immense and worthwhile benefits to lakhs of people, this Heart of Delhi. Chandni Chowk has become a major victim of the environmental pollution. Protection of environment which has become rather a global issue, needs immediate safeguards for the Chandni Chowk area.

With the increasing population influx the various kinds of pollution of air, water, land, noise, radiation and odour are increasing in the area day by day. Needless to say, the increasing urbanisation effect, in general of Delhi, has in fact fallen heavily on this area. Traffic jams, irregularity in water supply, increasing noise, radiation and odour, all have brought untold miseries to the people of this area.

Even though there are constitutional provisions and several enactments on the subject of checking pollution, it is suggested that immediately an expert body should be appointed to give succour to the residents of this ancient area. It has been repeatedly stressed that development and environment preservation should go hand in hand. The Parliamentary Environmental Forum needs to be revamped to take up the task of saving Chandni Chowk from the Ghost of Pollution.

13.12 hrs.

RAILWAY BUDGET 1985-86
GENERAL DISCUSSION—Contd.

[English]

MR. DEPUTY SPEAKER : Now, we will take up Discussion on Railway Budget.

SHRI V.S. KRISHNA IYER (Bangalore South) : Mr. Deputy Speaker, Sir, I would like to make a few observations with regard to the Railway Budget. Post-election budget will be generally hard. But the budget of the Railway Minister has been the hardest. The increase in the passenger fare and freight charges would definitely hit the common man. Only yesterday I received a message from my constituency, that is Bangalore, that though these rates will come into effect only from 15 April, the prices of all essential commodities have already begun to rise. You can as well imagine what will happen after this is given effect to.

The hon. Minister has stated that the rise would be only marginal. I am afraid, it will not be marginal. As you could see, the price rise has been unprecedented. We can understand if the hike is marginal. But it is not. 12.5 per cent rise in fare would adversely affect the people. It is really unbearable. The common man is very much hard hit.

I would like to point out the injustice meted out to the State of Karnataka. Many of the hon. members who have spoken, have stated that their respective States are neglected. But here in the case of Karnataka, not only is the State of Karnataka neglected, but a lot of injustice has been done to it.

I am conscious of the fact that very limited time is at my command. I would like to point out a few items wherein the State has been neglected. First of all, I would like to remind the Railway Minister that he has mentioned in his speech several times that he would give priority to on-going projects. I would like to bring to his notice two or three important projects which are going on in the State.

First, I would like to mention about the conversion of Mysore—Bangalore line into broad gauge. This was started in 1976. Nine years have already lapsed. This project costs about 24 crores of rupees. I understand that last year a sum of Rs. 2 crores was allocated. But this year only Rs. 50 lakhs has been provided. I do not know the reason why it is so. Rs. 50 lakhs is only a token amount. I

been done to the State of Karnataka in regard to this project.

The second on-going project is a new line between Chitra-durga and Rai-durga which costs about Rs. 18 crores. Last year more than a crore of rupees has been provided. But this year, only Rs. 10 lakhs have been provided.

I should compliment the Railway Minister for whatever good he has done. I am prepared to concede that. In his speech he has mentioned about the Konkan Railway. It is long due and the people of Mangalore and Bangalore will be happy. It is a welcome step. I am sure, the Railway Minister will take up that project soon because the survey is over. The railways have taken up surveys of certain other railway lines. Some of the surveys are going in for the past several years. There is a preliminary engineering—cum—traffic survey going on so far as Hubli—Bangalore line is concerned; it was taken up long back. I am surprised, this year, to know that no provision has been made for that for conversion of metre-gauge line into broad-gauge line. I do not know for what reason that has been omitted. I request that it should be expedited. Then another survey for conversion of a narrow-gauge line into a broad-gauge line from Alankar to Bangalore is going on. I request the Railway Minister to expedite it. Then another survey for conversion of line from Chamaraja Nagar to Mettupalayam was announced. But no amount has been provided for that during the current financial year and the next year. I want to know why it has been deleted? Then another survey for conversion of a line from Mysore to Markar-150 km.—is going on. I request that it should be expedited. Then another survey for conversion of a line from Kolar to Chikamagalure is going on. I request that it should be expedited. We have got a metre-gauge line between Bangalore and Salem. That has become most uneconomical. Nobody uses that. There is only a single goods train and one passenger train in the evening; and it is most unpopular. No survey has been ordered for conversion of this line and no amount has been provided in the budget for that. That is a very important line. I request the

for that. Then there is another line for electrification between Bangalore City and Jalarpet. The nerve of South India is Madras and Bangalore City for economic activities. That has been neglected. No amount has been provided for during the current financial year. It has come upto Jalarpet. The linking of Jalarpet to Bangalore is very very essential for the economic development of both the States--Tamilnadu and Karnataka. Rs. 24 crores have been provided in the 6th Plan. Last year, I understand that Rs. 1 crore was provided in the budget, but no amount has been spent. I understand that the entire project has been shelved. I want to know from the Minister categorically why no amount has been provided for the current year?

I had brought it to the notice of the Railway Minister during the discussion on the supplementary demands, but it has not found a place in the budget this year that is mass rapid transit system for Bangalore City. Bangalore, as the hon. Railway Minister is aware, is the fifth largest metropolitan city in the whole of the country. We have been urging for the metro-railway for the Bangalore City for the past several decades. The Government of Karnataka have ordered a survey through your transport organisation and the survey has been conducted; and the survey report is ready and has been submitted to the Planning Commission as well as to the expert committee in the railway. But I find in the plan no provision has been made. The salient feature of that report is came to electrify three existing lines that is between Bangalore City and White Field, between Bangalore City and Kengrerri and between Bangalore City and HMT. There should be a provision for a circular-Railway in the Bangalore City and also linking of important parts of the city through railway as also underground railway. The whole project costs about Rs. 650 crores. Rs. 25 crores are to be spent annually spreading over 25 years. This is very important. Nearly one-third of the Bangalore City has got Central Government industries, defence establishments and a dozen major industries. It is an important city and the Central Government must take special interest in the expansion

I am glad that you have taken care of big cities like Bombay and Calcutta, but I do not understand how you have neglected Bangalore. That is very strange. I earnestly urge the Railway Minister to make a survey of Bangalore city and suburbs also. Bangalore City is growing like anything now. No other city in India is growing so fast. The last census shows that there was 78 per cent of growth as compared to other cities. I would request the Railway Minister to consider the feasibility of Circular Railway and this report which I mentioned may be implemented.

I would earnestly ask the hon. Minister to withdraw the increase in fares on the Second Class tickets.

SHRI BHOLA NATH SEN (Calcutta South). Mr. Deputy-Speaker, I support the Railway Budget, but never-the-less, I have a few comments to make for consideration of the Railway Minister and the Planning Commission as well. This very morning I was reading in the newspapers about the 'rail-roko' movement in West Bengal and I was trying to refresh my memory, thinking, what has actually gone wrong with Bengal so far as the Railways are concerned.

Now, at the outset I would like to say that between 1976-77 and 1983-84 in Uttar Pradesh 176 km. of railway was increased; in 1977-78 in Andhra Pradesh 106 km. of railway was increased and in Tamil Nadu 129 km. was increased, but in West Bengal 70 km. was decreased. That is to say it got reduced through out of the population of West Bengal increased with the total population of India, if you take that into account, West Bengal's population is about 8 per cent and Calcutta is the largest city in India. Calcutta caters for the organised sector, and 55 per cent of the labour force comes from the neighbouring States of that sector by in flow every day. People come from places like Durgapur, Bardwan, and Kalyani—all these are more than 50 km. away from Calcutta. Those people who are commuting for their service, for their existence, they will have to pay more than what they were paying earlier, whether it is monthly tickets or the daily fare. With regard to daily fair

of the speech as well as the memorandum explaining the proposals for adjustment of freight rates and fares.

Now, 12 and a half per cent surcharge has been imposed, but it has not been stated whether it is the maximum or the minimum surcharge. The figures that I have collected from this very book, show that if a man is travelling in Second Class, Ordinary, he will have to pay for the first 100 km. 15.6 per cent, then 200 km. 16.6 per cent, whereas in the case of 100 km. the increase for the air-conditioned class is 13.48 per cent, while for the 100 km. the second class passenger will have to pay 16.6 per cent more.

So far as the first class AC 2-tier is concerned, the increase is 14.28 per cent for the first 100 km. Similarly, for 200 km. the second class passenger will have to pay 16.6 per cent increase and for the air-conditioned class the increase is 13.13 per cent, and for First Class AC 2-tier it is 13 per cent—all above 12 and a half per cent. Then again, if a person travels 400 km. in second class he will have to pay 13.63 per cent; more air-conditioned class will have to pay 12.55 per cent increase and First Class AC 2-tier the increase is 12.9 per cent. If we go further down we will find that for 1000 kms. the increase is 13.33 per cent for second class, 12.60 per cent for air-conditioned class and 12.75 per cent for first class/A.C. two tier. If we go to 2000 kms the increase is 13.15 per cent, 12.60 per cent and 12.58 per cent respectively. And for 2800 kms the increase is 13 per cent, 12.57 per cent and 12.65 per cent respectively. If we go to 4000 kms the increase is 12.50 per cent, 12.59 per cent and 12.91 per cent respectively. There seems to be a little bit of anomaly so far as rates are concerned. I request the hon. Minister to consider this aspect of the matter because he has stated in the statement that it will be 12.5 per cent surcharge on all classes. I think, this needs a little bit of calculation before fixing the actual fare.

So far as monthly ticket is concerned, charges on season tickets have been increased by Rs. 3 to Rs. 12 all classes. Surcharge for accident compensation, safety and passenger amenities fund has been increased by 15 paise to Rs. 3 on

passenger tickets and 75 paise to Rs. 4 on season tickets. The question will arise : what are the amenities that the passengers are going to get ? The amenities have gone down every year. I do not wish to dilate on that point because everything is known to everyone how the amenities have gone down. After all, the railways cannot levy tax. It gets money in return for certain services. If it is specifically made for amenities, then it is better we come to know the special amenities for which this is being paid.

Now, let us see the position of suburban trains. If we look into the condition of suburban trains, either the fans, lights seats and other fixtures are found missing or damaged. In fact, I myself have seen people travelling in second class standing upon bags full of rice. Supposing, a man who is coming every day from Burdwan which is more than 100 kms from Calcutta, Srirampur, Kancharapar, Kolyani and Kharagpur which are more than 50 kms, for carrying out his service, he has to stand in the same compartment with the goods. The passengers have to stand with or upon the goods and the vegetables. They have to stand on the vegetables. Daily fight, daily quarrel, daily irritation is taking place. Railway is the nation's property. So, people remove fans, etc. because as they say everybody belongs to the nation.

MR. DEPUTY-SPEAKER : Please wind up.

SHRI BHOLA NATH SEN : My suggestion is that the benefits of not increasing the fare upto 50 kms, should be given to the commuters travelling upto 150 kms, because Calcutta Metropolitan town is 540 square miles. Peoples living in these 540 sq. miles cannot afford to live in Calcutta because neither the Government nor anybody can provide accommodation to them. Therefore, this has to be considered.

Regarding ticketless travel, I have found that in 1983-84 61.99 lakh cases were detected and Rs. 10.69 crores were realised as fine. If the ticketless travel could be stopped, either by proper checking or by reorganising or rebuilding "the stations, then, of course, it might have helped the revenue.

With regard to the freight rate, it has been mentioned in the Railway Minister's Budget speech that there will be an increase of about 4.4 paise per kg. in respect of grains and pulses from 1st May. It has also been said that there will be a levy of supplementary charge of ten per cent on goods traffic except goods moving up to a distance of 500 kilometres. By virtue of reclassification mentioned in paras 36 and 37 of Annexure V, page 12, the freight rates on foodgrains have been increased by 4.4 paise per kilogram for average distance. But I have gone through the figures and find that since some of these goods, such as pulses, grains, paddy, salt, etc. come from Punjab or from Andhra Pradesh, the distance travelled by them will be about 1,000 kilometres or so. Therefore, the additional cost for bringing these commodities will be about 16.5 per cent. Similarly, if the average distance to be covered is 1,500 kilometres or 2,000 kilometres, the increase will be 16.5 per cent. It will, therefore, be impossible to bring paddy, etc. without realising the increased cost from the customers. This increased will be 16.5 per cent and not 4.4 paise as is mentioned in the Budget Speech.

Now I would like to say something with regard to electrification. As the hon. Railway Minister knows, only one per cent of the total railway track could be electrified during the period 1980-81 to 1983-84. Now that the price of diesel has gone up, we will be in real trouble. Please electrify more and quickly.

13.33 hrs.

[Shri Zainul Basher *in the chair*]

So far as the Metro Railway is concerned, the recommendation of the Railway Reforms Committee was that the project should be finished by 1987-88 by spending Rs. 100 crores every year. In spite of that recommendation, the amount that has been allotted by the Planning Commission or by the Railway Minister is much less, that is, about Rs. 10 crores. I would, therefore, request the hon. Railway Minister to kindly expedite the work. This is a gaping wound in Calcutta which is the largest city in India, with a population of nearly one crore. Only six per cent of the built up area consists of road and the

line is going under an arterial road. We cannot travel on this road because it is completely opened up and is creating obstruction to the traffic. Therefore, this point has also to be considered. Another aspect of the matter is that from Tolly Gauge to Garia, three kilometres of the line will be underground and the remaining five kilometres will be overground. So, the completion of this portion will not cost very much; it will be less than Rs. 100 crores. This portion should, therefore, be completed as quickly as possible. The other two projects which have been recommended and which are on the enval. are Salt Lake to Ramrajatala and Dakshineswar to Thakurpukur. The initial work on these projects, that is, survey, acquisition of land, etc. wherever necessary should be started because otherwise the cost will go up and we shall be lagging behind. People who have to go around Calcutta, are not able to move in these sections easily. Sometimes it takes them one hour to 1½ hour just for travelling two to three kilometres. It is earlier to walk than to travel by car. The buses are overful, the taxis you cannot get and it is now becoming very difficult to move about in the largest city of India.

I have gone through the recommendations of the Railway Reforms Committee says that we are lagging behind, we anticipate that the population will increase vastly and, unless we take advance action, Calcutta will not be able to breathe, what to speak of moving about smoothly and quickly. Only this morning our Prime Minister said, though of course in a different context, that Calcutta must be improved; he was speaking in connection with the foreign tourist traffic.

The whole world has abandoned Calcutta airport, which was the busiest airport, the best airport, the first constructed international airport in India. It is being abandoned internationally, because at the Calcutta airport the conditions are bad. So, Calcutta has to be improved, the first thing that has to be done by the Central Government is to improve the transport system, especially the railway system, and do it fairly quickly.

The original estimated cost for the

metro was Rs. 120 to 140 crores. Now the latest estimate is Rs. 750 crores. If we go on delaying taking a decision and then its implementation, the expenses will go up and it will be found impossible to implement it.

MR. CHAIRMAN : He has taken too much time. He should conclude now.

SHRI BHOLA NATH SEN : I will conclude in one minute.

I have got figures from Government publications 91 lakhs is the population of Calcutta, as against 82 lakhs of Bombay, whereas in nearby Patna it is only 8 lakhs. Why do people come to Calcutta? People come to Calcutta for various purposes. It is the gateway to the eastern States. People in search of employment from the rural areas flock to Calcutta.

In this context, I would request the Minister to consider the feasibility of mono rails in Calcutta, though I have not studied it myself. It is difficult to acquire land in Calcutta and it is impossible to build roads or railway lines, because of the existence of so many old houses in narrow lanes. There are so many houses in the 9 km. municipal area. So, the mono rail seems to be the answer for it. When a foreigner gets down at Dum Dum, he can go to South of Park street, maidan side, by mono rails. I had an occasion to use them while I was in Germany. It does not touch the land at all, it moves on ropes. I am not saying that you should immediately start the work. But the Minister may advise the Planning Commission that this is another mode that can be considered.

I was talking of the benefits given to commuters of the 50 km stretch. It should be increased to 150 km and made co-extensive with the monthly ticket.

I was going through the records and I found that intra-city transport is being subsidized by very many States in Europe—in Barcelona, London, Berlin everywhere.

MR. CHAIRMAN : Will he conclude now? He has taken too much time. Many other Members are waiting for their turn.

SHRI BHOLA NATH SEN : I am very sorry. But West Bengal is the only State.....

MR. CHAIRMAN : The hon. Minister is aware of the problems of Calcutta, we are all aware of Calcutta's problems.

SHRI BHOLA NATH SEN : Rail roko has started only in West Bengal. We are afraid of that.

MR. CHAIRMAN : You have made your point very well. Please conclude.

SHRI BHOLA NATH SEN : I have been waiting for the last three days to get an opportunity to speak.

Well, my request to the Hon. Minister is to consider the point that the intra-city transport is always subsidised. The income from the passengers and freight is always more than the expenditure. Even in the advanced European cities like Barcelona, Helsinki, Berlin, everywhere they have been subsidising the intra-city transport, not inter-city. So, I hope the Hon. Minister will in consider my observations and subsidise commuters travel the city of Calcutta which is about 540 square miles in area.

SHRI VIJAY N. PATIL (Erandol) : I would like first to complement the Hon. Minister for presenting such a good Budget. He deserves complements especially for the concessions given to the Youth and planning for increasing the goods traffic by about 30 million tonnes. Although there has been a reduction in the number of accidents—e.g. in 1981-82 there were 1130 accidents, in 1982-83 there were 797 and in 1983-84, they further came down to 654—he has proposed to increase the contribution to safety fund from Rs. 9 crores to Rs. 27/-crores. He has also kept in mind the application of modern technology in the working of the Railways, but I would like to caution him that while thinking of purchasing computers, especially for coordination of the goods movement, there is a need for first increasing the goods traffic. We are not able to increase the speed of the Railways and we are purchasing the computers. Whatever the speed was there for the Super-fast railway earlier, that even has been cut down. We are not able to replace majority of the outdated rail tracks and even for some more years we will have to face this problem of arrears in track renewals. The Railway Reforms Committee has suggested that the introduction of 4,500 tonne heavy railway trains

is not possible. With all this and when there is very slow increase in the goods traffic, I fail to understand the role of the computers in coordinating the goods movement. Moreover we will have to purchase these computers after taking a World Bank loan. While on this we are also to think in another term for applying this technology. My friend, Shri Bhola Nath Sen has also spoke about the electrification of lines. In 1951 we had started with 338 kilometres of electrification lines and by 1984 we could reach only up to 5,000 kilometres. The major amount of electrification lines was done only in the Third Plan period. During that period 1,700 kilometres of lines were electrified. But the pace has been slowed down since then.

The increase in the price of diesel and coal also leaves us with no other alternative but electrification. And if the railways are electrified, the speed of the trains will also increase. The long plan for electrification of the Bombay-Delhi line via Bhopal or via Kota has not yet been done and it seems it will take a long time for completion of this job. I hope the Hon. Minister will devote his attention to this and see that it is completed at the earliest.

Now, I come to the question of steam engines. In the First Plan there were 8,000 steam engines and we have been able to reduce their number to 600. My suggestion is that if we produce more of diesel engines and electrical locomotives, it will be a good conversion and contribute to real modernisation. There is already sufficient capacity in the Chitaranjan plant and in that factory we can produce more diesel locomotives. There also we have to give proper attention.

Lately we see that the growth in the passenger traffic is very stunted and there also I would like to suggest that proper attention should be given to the movement of passenger trains. It is a regular phenomenon that passenger trains run hours and hours late so that the short distance travellers who use these passenger trains find it very difficult and they will try to use other means of transport like buses and trucks and sometimes they travel even on foot between short distance stations.

Lately we have seen that although

accidents have been reduced, a new factor has come into existence leading to accidents. The new factor is that the axle gets heated because of lack of proper lubrication and we find that some bogies are set on fire. It also happens more in the case of goods trains. Also because of less lubrication the axles get bent, because of which there are many cases of derailment. We find that derailment is on the increase day by day and we do not calculate the number of man-hours lost because of derailment, the amount of money indirectly spent because of the late running of trains or sometimes cancellation of trains because of derailment of goods trains. So, here also I would like to request the Minister to see that proper punishment is given to persons who are responsible for such type of smaller accidents and derailment of goods trains and passenger trains.

Regarding the development of States as far as Railways are concerned, different friends from different States have suggested some measures and some lines. I come from Maharashtra and as you all know, 130 years ago the first Railway was started between Boribandar and Thane. It was only a 35-kilometre distance that was covered at that time. But if you see from the time of Independence, you will find that Maharashtra has not got its due share. What I see in the allocation of railway budget for construction of new tracks is that three criteria were adopted. The first criterion is strategic point of view. If there are border States like Rajasthan, U.P. or Punjab, from the defence point of view we plan. The other criterion is that we plan tracks for the movement of coal and minerals. And the third criterion is the home State of the Minister. If the Railway Minister happens to come from some State, that State gets some consideration in the starting of new lines and after he goes, again the construction stops at that. I have seen the same in the case of Prof. Dandavate also and on this side also we find the same things happening and because of that many projects which are taken in hand, the on-going projects, are not completed and new projects are taken up, as for example, the Etawah—Gwalior line, and other projects you have proposed in this Plan. So, I would like to request

that let us have the emphasis on completion of the on-going projects, and in that there is a project, Manmad-Hyderabad conversion of metre gauge into broad gauge. There is the Konkan railway project. I am glad that you have suggested Bombay to Mangalore line. You are going to revise the survey and allocation also. At the same time, as the Railway Reforms Committee suggested, in high density areas, you have to double the track. I suggest one more line for Surat-Bushaval which falls en-route Ahmedabad--Bangalore, Ahmedabad--Calcutta and Ahmedabad-Hyderabad. As far as Maharashtra is concerned, there are so many Railways which run passenger trains and goods trains in this State. But as I have mentioned earlier, since independence, excepting the Bombay Metropolitan Railways, Maharashtra has not received allocations for construction of new lines. We have not addeven 35 miles of railway line, to what was first laid 130 years ago. So, for the State of Maharashtra, we request the hon. Minister to look into the matter of construction of new lines.

Of course, the overall addition of track is very limited. It is not up to the expectation. We situated with 53,596 kms. railway track in 1951 and now we have reached 61,460 kms. in 1984. Our investment in the Railways has increased 10 times from Rs. 85,552 millions to Rs. 88,822 millions that is about 10 times we have increased the investment. Our Plan allocation has also grown from Rs. 217 crores in 1951 to Rs. 5,100 crores in 1981, i.e. 25 times. But if you compare the figure of passengers travelling, it has only increased three times. That is, from 1,284 million passengers who were travelling in 1951, it has come to 3,300 and odd million passengers travelling today. We have to find out the reasons for this growth. We have moved 93 million tonnes of goods in the First Five Year Plan. Now, we have come to 237 million tonnes of goods traffic in the year 1984. You are proposing to increase it by 13 million tonnes. If we fall short in achieving this target, we only blame the strikes in coal mines or breaches in communication and other factors. But I would request the hon. Railway Minister to have co-ordination between the various Ministries. We should have co-ordination between the Coal Ministry and the Railway

Ministry. There should be co-ordination between the Communication Ministry and the Railway Ministry. Then only, we can minimise the cost and increase the efficiency. Men like Shri Bansi Lalji who has got the experience of handling the State affairs, bringing co-ordination between various Ministers as the then Chief Minister of Haryana, would improve matters a lot in this regard. I am sure he will be able to bring in a co-ordination between different Ministries at the Centre.

At the same time, I also want to suggest that there should be good co-ordination between the States and the Centre for the construction of new lines and if some proposals are taken with the help of the States, wherever the State may come forward by giving free land, by providing earth embankment under Employment Guarantee Scheme for the employment of labour there and provision of metal, if new lines are taken, that would be very good. I would request the Minister to consider these things.

Our Railways are the fourth largest in the world and largest in Asia. But the concept of; mono rail or running at a speed of 250 kms. and above is still a dream. Our Railway Budget is the Budget of rehabilitation and consolidation. I hope, with the bold decision of Bansi Lalji and guidance from the young Prime Minister, Shri Rajiv Gandhi, within 10 years, let us have a Budget of development and march-forward instead of a Budget of rehabilitation and consolidation.

With these words, I support the Budget prepared and presented by the hon. Railway Minister.

SHRI V. KISHORE CHANDRA S. DEO (Parvathi Puram) : Mr. Chairman, Sir, as I rise to speak on the Railway Budget we are almost at the end of the debate. I would not like to repeat what other hon. Members have said during the last two days. I would like to stress only on a few aspects which I hope the hon. Minister and his Ministry will take note of.

I would like to mention that this Railway Budget has imposed the highest hike in recent times as far as freight and passenger traffic is concerned. The in-

crease in freight is bound to have its repercussions on the common man because this will directly affect the prices of even essential commodities. While increasing the fares, the hon. Minister has given an exemption upto 50 km. for Second Class passengers. But the season ticket fares have been increased simultaneously. So, I would like to bring to the notice of the hon. Minister that those who hold season tickets are the ones who normally commute between 50 km. or may be less. So, the exemption which has been given for passengers upto 50 km. will not be enjoyed by many genuine travellers. This is a short distance which is normally covered by season ticket holders. I would, therefore, like to appeal to him to remove the hike in season tickets and increase to exemption from 50 km. to 150 km. or 160 km. or 100 miles.

The hon. Minister has projected an increase in the movement of both passenger and freight traffic during the next few years. Along with this, I hope, the maintenance of tracks which have been in bad condition will be undertaken by the Railways on a war footing. There was a proposal by the Railways to replace wooden sleepers specially in certain areas where the soil is weak by concrete sleepers and also by having welded fish plates instead of the present ones which are fitted with nuts and bolts. I would also like the Railways to introduce automatic safety signalling system at least at important junctions. I earnestly hope that the Railway Ministry will take these matters seriously and step up their activities in order to keep its pace with an increase in the traffic movements that are expected.

The Railways is the largest public undertaking in our country. I am one who personally feels that computerisation is something which is absolutely necessary specially in the railways sector. If one has to look at things with a slight foresightedness, I personally feel that computerisation will in the long run only facilitate and improve the freight and the passenger movements. There is a lot of confusion due to lack of coordination, due to time gap and due long distances. It is high time that we go in for computers now. This has been done in several other countries. Even we are going in for computerisation in various

fields. I think, the Railways should give top priority to computerisation in the Railways and I hope, the Home Minister will take steps to see that at least in a phased manner the computerisation is undertaken by the Railways to regularise both freight and passengers movements.

While talking about new railway lines, the hon. Minister in his Budget Speech has mentioned that due to the constraints in finances it may not be possible to take up new railway lines. But however he had also stated that the lines which are already in progress will be given priority and these will be undertaken expeditiously. I would like to mention that there was one railway line from Koraput to Rayagadha. The hon. Minister had mentioned in this speech that Koraput-Machigida station will be taken up in the coming year.

I would like to bring to the notice of the hon. Minister that initially two surveys were undertaken. One was for a direct line from Koraput to Rayagadha and another was for a line from Koraput to Rayagadha via Parvathipuram. The line via Parvathipuram is actually 85 km. shorter in distance and would have obviously cost less for the Railways. But due to unknown reasons, although I had several times represented this matter to previous Ministers holding the portfolio of Railways, it was given a go-by and the Railways ultimately took a decision to have a direct line from Koraput to Rayagadha. The reason which I was given for non-feasibility of a shorter line was that the ruling gradients were not favourable. The line from Rayagadha has 1/100 gradient while the shorter route from Rayagadha would have 1/80 gradient. I would like to bring to the notice of the hon. Minister that 1/80 gradient is not a falling gradient. Already, on the Kurandol line, gradients of 1/60 and 1/40 exist. There is not much difference between 1/80 and 1/100 gradient of 1/80 would at best apply to short stretch of only 2 km. on the shorter route.

14.00 hrs.

The line will have to go via Machliguda and for both routes it will be common up to Machliguda. I request the hon. Minister earnestly and sincerely to re-examine the proposal of this new railway line and to see

Machliguda Via Parvatipuram because Parvatipuram-Raigarh line already exists. This line is mainly used for freight movement. It is mainly to cater to Nelco and to other industries that are coming up in that area. 85 MK is quite a long stretch. Ultimately it will be a loss, the Government will have to bear this extra freight cost, for all time. There are other constraints like diesel and coal which can be saved by shorter routes I hope that the hon. Minister would get this proposition re-examined and then restore this old line which was originally surveyed and also about to be sanctioned from Koraput to Raigarh Via Parvatipuram rather than the present line which is much longer. This new line also goes through forests. While the shorter this line would open up certain tribal areas in both Orissa and Andhra Pradesh to railway traffic. This is an aspect which I had represented as early as 1978 and Prof. Madhu Dandavate had got the route surveyed. I had been continuously bringing this to the notice of the Government. I had given various representations in the Railway Consultative Committee. I am not convinced with the replies that I have got and I hope that the hon. Minister will give me an assurance on this.

Apart from that, safety is one thing which has been haunting Indian railways, the safety of passengers and certain lines. As the hon. Minister knows, there are certain priority routes and certain routes which are actually given the go-by in practical terms. I hope the hon. Minister will take necessary steps and also personal interest to see that not only these main lines, the trunk lines, the priority lines but also the other several interior lines, the backward areas are given priority and that measures are taken to see that there is passenger safety in these lines even though they are less important and they may not be fetching larger revenue to the Government.

This is all I want to say. Other matters have been mentioned by the earlier Members. I hope that the hon. Minister who is very dynamic and practical will also give a specific direction to the railways and see that it progresses to provide the necessary infra-structure for the country development and, progress.

[*Translation*]

SHRI KEYUR BHUSAN (Raipur) :
Mr. Chairman, Sir, I rise to support the Railway Budget and would like to express my views on it.

Each hon. Member who has spoken has felt that the Minister of Railways has adopted a constructive approach and there is unanimity about it among the ruling party Members and the Opposition. I congratulate him for this. The reason is that till now, due attention had not been paid to the backward State of Madhya Pradesh where there is pre-dominance of Harijans and Adivasis. As this State is located in the middle of the country, only those railway lines passed through it which were essential, but it is for the first time that provision has been made in this budget for certain backward areas of this State. Besides, improvement has also been made in Chhatisgarh Express, which was a neglected train. Earlier this Express train was run by using old and rejected rolling stock. The appearance of this Express train now conforms to its name. I congratulate you because the trains passes through my constituency.

I would also like to draw your attention to the increase in fares and freight. If this increase serves your purpose, then everybody in the Lok Sabha as well as outside will support it. If the proposed increase in fares and freight is intended to be used for the development of the Railways, and if the revenue is used properly then I feel the entire complexion of the Railways and the Railway Department will transform. But the situation so far has been just the reverse of it.

During the last budget the realisation of revenue had been less than the envisaged. You will have to look into the reasons therefor. There is increase in the traffic but according to your figures there has not been any consequent increase in revenue. You must look into the reasons as to why it is so. Now, if revenue is realised as anticipated in the budget and it is utilised for the items for which it is earmarked, there can be tremendous improvement in the Railways.

I would like to draw your attention to the present state of affairs in the Railways.

You try to improve its management. There has been some improvement particularly in punctuality of trains. But there is still much to be done in this regard.

The people do not take the Railways seriously anymore. Twenty years ago people used to correct their watches with the timings of the trains. For the labourers in villages, trains used to serve as a clock. With the arrival of a train they used to know how much of duty they have done. But now the situation is quite different. Now people take it for granted that the train would be late by two to four hours and if perchance the train is in time they are not able to catch it. You will have to correct this image of the Railways in the minds of passengers by restoring punctuality.

There is arrangement for breakfast, lunch, milk and tea in the trains. There was a time when people used to prefer meals in the trains to their own food, because they expected better stuff there. But today the situation is quite different. You don't get Milk in the trains these days and if at all it is provided the mother things twice before giving it to the children, lest they should fall ill. People used to go to the Railway Station to get good tea and milk but now people are afraid of buying eddibles from the Railways lest they fall sick. You will have to change this situation. When you are levying taxes on the common man you will have to provide them better facilities.

I would like to tell you that you are providing minimum facilities to the class you are representing. People travelling by passenger trains belong to weaker sections and therefore kindly provide them more facilities. The increase made in the passenger train fares should be withdrawn completely because only such people travel by it who have no other facility. The travellers of passenger trains should be provided the same facilities as one given in other trains. In the passenger trains, passengers are left to their fate. The condition of toilet is so bad that no gentleman would like to use it. There is no provision of water and electricity there. The seats are not in a proper condition. There is also first class Compartment in the passenger train but the condition of seats there also is unsatisfactory. It is my

submission that it is the Common man who travels in passenger trains whose facilities, should also be taken care of and the increase in the fares should be withdrawn.

The Railways should not be run with profit motive. Similarly, several other departments are also not being run on profit basis, such as education and health services. This service is for the weaker section so this should not be run on profit or loss basis rather it should be run with a view to give more facilities to the people.

Now I want to draw your attention towards backward areas. I represent the backward area. Chhatisgarh is a backward region with which you have also been connected. You have some affection for that region so I want to say something about it. Firstly, there is an industrial belt and secondly the area known as Bastar a backward area inhabited by tribals. The area abounds in minerals. There are deposits of iron. Baladilla project and Bhillai are situated there. Both of them should be connected. This will result in the development of the area. Similarly the other area is Chotta Nagpur of Bihar where there are Coal deposits. It should also be connected with Chhattisgarh. By taking this step, the development of this area can be ensured. Sambhalpur is a backward area of Orissa. It should also be connected with Chhattisgarh. All these areas abound in minerals and forests. The transport problem is acute there. By connecting these places, the development of the area can be ensured. Besides, the Railways will earn revenue on account of minerals and forests wealth.

You should also give due attention to the workers of the Railway department. What powers you have given to the guards who have been posted for security purposes? They have to take the help of the Police. The security guards should be given enough powers to enable them to detect thefts in their areas and to bring one culprits to book. Similarly, the Central Government employees working in central services in the States do not enjoy the facilities provided by the concerned State. For example, if employees belonging to scheduled castes and scheduled tribes working in the Railway department are posted in Madhya Pradesh, they are deprived the facilities

provided by the State Government. This should paid due attention so that the employees are not deprived of the facilities.

Lastly, I will draw your attention to a recent incident of fire in a train. Most of the passengers who lost their lives in this fire belonged to my area. A marriage party had arrived in my area Raipur. The bride was going to her in-laws for the first time with great expectations. But 23 persons out of the whole marriage party consisting of 26 persons died on spot. Besides, those labourers also perished who were travelling to earn their livelihood. You might be knowing that the people of Chhatisgarh go outside for earning their livelihood. Whenever the issue of bonded labourers is discussed, this area receives maximum coverage; those bonded labourers were also killed in the fire. It seems that an enquiry into the causes of the fire is going to be held. But what has become known seems to be very pathetic. It is understood that the short-circuiting caused the fire or the fire was caused by the burning coal and everything was reduced to ashes. You should ensure that such tragedy does not recur. I think the improper maintenance is the cause of it. In case the bolts comes out, there is nobody to check it. There is a wagon repair factory in Raipur. You propose to set up wagon repair factories at other places also. Only a few wagons are turned out in Raipur. You can expand it. Raipur falls in the centre, so its expansion will benefit the whole country. There is no dearth of land there. It can be developed fully. You should pay attention to backward areas. The incomplete project should be completed expeditiously. Raipur is divided into two parts. A railway bridge is lying incomplete there. It was ten years back that the work on it was started. That area was known as Telghaninaka but now it is known as place of ghosts. The accidents take place there quite often. Some days back, two deaths took place there as two persons ended their lives by throwing themselves before the trains. So its name is being linked with ghosts. This bridge should be completed expeditiously. The incomplete works should be completed without delay. With these words I support the budget.

[English]

DR. A.K. PATEL (Mehsana) : Mr. Chairman, I am thankful to you for giving me this opportunity of expressing my views on the Railway Budget which the hon. Railway Minister has presented to this House. Sir, the hon. Minister has proposed the rise in freight and fare rates which will finally affect the poor masses in the country. I fear that under the pretext of rise in diesel rates, which was proposed in the General Budget, there may further be rise in the freight and fare rates. I request the hon. Minister to give an assurance that there will not be any further rise in freight and fare rates in the name of the increase in the rates of diesel. Actually, there was no necessity to increase these rates. There would not have been any need to take this step had they practised economy in operation and also fuller utilisation of the capacity. There appears to be an alarming increase in the percentage of electric and diesel locomotive lying idle in the workshops. On page 37 of the Annual Report of 1983-84, it has been mentioned that 24% of broad-gauge electric locomotives remained idle and about 14% of the diesel locomotives remained idle. The percentage in respect of diesel locomotive lying idle is not small. If you improve upon the performance of the two types of the rolling stock, you will be able to decrease the expenditure both on diesel and electric engines considerably. I have a suspicion that there is a conspiracy to retain steam engines unnecessarily because, first it ensures demand for high positions of the mechanical people on the Railways and second, there is every danger of large-scale pilferage of coal from the Loco Sheds. We want an assurance that the hon. Minister would take steps to stop the malpractice of pilferage of coal and even of diesel. On these two items you can save crores of rupees every year if you take stringent measures in plugging the pilferage of coal and diesel.

Your officers will tell you that there is an actual shortage of passenger coaches. You please also ask them why these passenger trains are kept idle at terminals for a very long time. I would cite an example. At Bombay VT station, the train Bombay-Ferozpur Mail, that is Punjab Mail, is detained for more than 28 hours. Why

don't you better utilise the passengers racks and provide more rolling time for the rolling stock giving facility to passengers.

I would also request you to treat the railway passengers as your customers and not as your servants. They are the pay masters. There is total absence of any customer service by the railways. If you go on increasing the freight and fares every year and this state of affairs does not improve, I warn you that the peoples would not longer tolerate this.

The Railway Reforms Committees has strongly pleased for broadgauge line from Delhi to Ahmedabad. Why has no money been provided in the budget this year for this expansion? In fact, this time no money has been provided for development of railways in Gujarat State. Why this step-motherly treatment for Gujarat? In fact, Gujarat pays maximum taxation and contributes a lot in terms of freight and fare to railways.

14-20 hrs.

[Mr. Deputy Speaker *in the Chair*]

A number of accidents have occurred during the last one month. Special care need to be paid to prevent these accidents.

I would also like to mention that a number of trains have been following a very old time-table. This needs to be revised. I would cite an example. The distance from Ahmedabad to Vijapur in Gujarat is 75 kms., and train takes almost five hours to cover that. For the last several years, railways passengers' associations have been writing to the Railways, but no notice has been taken of that. May I expect some response?

Then, cities like Ahmedabad should be provided with suburban railways. The peoples are faced with a lot of difficulties because of increased population. A suburban railway would take care of that to a large extent.

A word about unhygienic conditions in the railways. The stalls provided at the stations are in a State far from hygienic conditions. Railways must take care to

provide unpolluted drinking water to the passengers. In the end, I would request the hon. Minister to think about these points seriously, provide more facilities to the passengers and obtain better utilization of electric and diesel loss, passenger train makes and wagons.

[*Translation*]

*SHRI V.S. VIJAYARAGHAVAN (Palghat) : Mr. Deputy Speaker, I stand to support this Budget. Our Railway Minister is a very experienced administrator and I am sure that he will be able to steer the railways towards greater progress. It is true that the Railway Budget does not contain any new project. Of course, it is a meaningless exercise if new schemes are taken up without completing the ongoing ones. That is why he has decided to complete the ongoing projects within the resources available. The allocation for 1985-86 clearly bears out this fact. The allocation for this year is only Rs. 1650 crores which is the same as of last year. We can see that constraint of resources is the main reason behind it. However, this situation must change. Many States in our country have not been developed to the extent necessary. This is the reason why regional imbalance is growing. Railway is not merely a commercial undertaking. The biggest public undertaking in the country, i.e., the railways has certain social responsibilities to fulfil. If these responsibilities are ignored that will lead to disintegration of the country.

So far as the increase in passenger fares and freight is concerned I must say that this will adversely effect the long distance passengers as well as the consumers of essential commodities who are living in far off places. A person who travels from New Delhi to Trivandrum in 2nd class has to pay Rs. 20 more as a result of increase in the fare. This is rather a heavy burdom. Therefore, I would request the hon. Minister to reconsider this increase. Similarly, freight rates have been raised 10% which will push up the prices of essential commodities. When the Railway Minister levies 4 paise on kilo of rice the consumer will have to pay 40 paise. This being the experient of the common man I would request the Minister to exempt the essential commodities, from the increased freight charges.

*The speech was originally delivered in Malayalam.

I refer to regional imbalance earlier. In this context I can't help drawing the attention of the Minister of the general feeling in Kerala that it is being neglected in the matter of railway development. During the last two decades not a single new line could be completed in Kerala. There was a proposal for the construction of the coastal railway between Ernakulam and Alleppy. Of course, some amount has been provided in this year's budget but I want the hon. Minister to provide adequate funds for the completion of this Railway line. Similarly, there has been a demand for the construction of the Kuttippuram-Guruvayur railway line. Shri Kamlapathi, Tripathi the then Railway Minister had assured that this line would be constructed. A survey was conducted but nothing further has happened. If this line is constructed it will help lakhs of pilgrims who visit the famous Guruvayur temple. Therefore, I would request the Railway Minister to include this line at least in next year's budget.

Another proposal for the construction of a new line is the Madurai-Palani line. This line if constructed, would link famous temples in Kerala like Guruvayur, Paramekavu, Tiruvamb-Adi etc. with the important temples in Tamilnad. This would also serve the areas like Kollengodt Altur, Trichur etc. So far no decision has been taken in this respect. I want the hon. Minister to order a survey of this line.

Sir, Kerala is a State where the problem of unemployment among educated youth is very acute. Employment opportunities are very scarce in that State. Railway can solve this problem to some extent if some investment is made there. There was a request from Kerala for setting up a railway coach factory there. The neighbouring States have more than one railway undertaking whereas Kerala has none. Kerala contributes substantially to the railways revenues but it has not received adequate attention from the railways. The Government has taken a decision to set up a coach factory and a Committee was appointed to examine the probable sites for this factory. The Committee has been of the opinion that Palghat is a very suitable place for this purpose. A final decision in this regard has not been taken and I would request Shri Bansi Lalji to set up this factory in Palghat itself.

I now come to the question of electrification of railway lines in Kerala. Kerala in fact supplies electricity to the neighbouring States where electrification has made some progress. But not a single line in Kerala has been electrified so far. Requests after requests have come from the Government of Kerala for electrification. In fact the State Government has promised to bear 50% of the power charges but I really fail to understand why no decision has been taken in this regard. The Budget provides for electrification on trunk routes only. I would request the Minister to undertake measures to electrify the lines in Kerala in the 7th Plan.

Finally, I must say a word about the condition of the coaches in the trains running in Kerala. Most of these coaches are old and dilapidated. These coaches should be replaced by new coaches and more amenities like drinking water, lighting etc. should be provided. Before I conclude I want to bring to the notice of hon. Minister the need for introducing an AC coach in the Parasuram Express which runs from one end of Kerala to the other. A large number of tourists travel by this train and AC coach will attract more tourists and thus will help the railways earn more revenue. Therefore Parasuram Express should be provided with an AC coach.

I hope the hon. Minister will consider favourably the points which I have raised. I conclude by supporting the budget once again.

SHRI CHITTA MAHATA (Purulia) :
Mr. Deputy Speaker, Sir, I want to say a few words about the Railway Budget presented by the Railway Minister Shri Bansi Lal. After getting unprecedented mandate in the Lok Sabha elections, the Railway Minister has reciprocated the gesture shown by the Common man by enhancing railway fares and freights ! It is the second steep like in the history of Railways. The earlier increase was 15 percent and now the fares have been increased by 12.5 percent and the freight by 10 percent.

The Railway Minister has stated that a revenue of Rs. 153 crores and Rs. 342 crores will accrue from passenger fares and freight respectively. In this way the Railways will earn a total revenue of Rs. 495 crores. Had the steps been taken to eliminate

pilferage and corruption in the Railways, these would not have been any need to increase the freight to such an extent. The common man would not have been burdened. The increase in the freight would result in the enhancement of cost of transportation. The burden will fall on consumers. This shows that the financial position of the Railways is getting worse day-by-day. This year is being celebrated as International Year of the Youth. The Railway Minister, Shri Bansi Lal has provided facility to the youth but he has treated the youth like a trader. The trader enhances the rate of merchandise and gives reduction at the time of sale e.g., they give 15 or 20 percent discount for purchasing goods worth Rs. 100. Similarly, Bansi Lalji has enhanced the train fares and given excursion facility to the youth. But a condition has been attached to it that for availing of this facility a group of ten persons must travel together and the distance should not be less than 1,000 kilometers. I will urge upon the Railway Minister to reduce the number and also the minimum limit of 1,000 kilometers.

The former Railway Minister, while presenting the last year's budget, had said that his motto was safety, security and punctuality. But the past year was marked with railway accidents. The incidents of loot and dacoities continue. Regarding punctuality, the less said the better. The Rajdhani Express always runs late resulting in the inconvenience to the passengers.

Now, I come to West Bengal. The Railway Minister has meted out step-motherly treatment to West Bengal. The Railway Minister had given assurance that the ongoing projects will continue. But surprisingly there is no mention of projects in the railway budget. The Chief Minister of West Bengal, Shri Jyoti Basu had sent some proposals on the recommendations of the State Government such as railway line from Eklaklin to Belurghat and New Jalpaiguri to Siliguri, Ring Railway etc. But take the case of Ring Railway this year the allocation has been reduced to 50 percent. Only Rs. 4 crores 80 lakhs have been allocated.

Mr. Deputy Speaker, Sir, my constituency is Purulia area of West Bengal. It is mostly inhabited by adivasis, harijans and people of backward classes. The former Railway Minister Shri Kedar Pandey

had given an assurance that the line from Purulia to Kotshilla will be converted from narrow gauge to broad gauge. But no provision has been made in the budget for it.

[English]

MR. DEPUTY SPEAKER: Already, we have taken more than ten hours for discussion. The time allotted was only ten hours. After the Minister's reply, we are going to discuss another item on Railways. At that time, the members, who have given their names, can continue and speak regarding Railways. Therefore, due to lack of time, I cannot call other members to speak now. Now, I shall request the Minister to reply to the debate.

THE MINISTER OF RAILWAYS (SHRI BANSILAL): Sir, I am very grateful to the Hon'ble Members of this House for the keen interest they have shown in the discussions on the Railway Budget and for the valuable suggestions they have made. Their suggestions have been noted for examination and further action. It may not be possible for me to cover each and every point raised, for want of time. I shall try to cover some of the more important issues raised.

The railways provide basic the infrastructure for the growth of the economy. The beneficial effects of good performance by other sectors of the economy will get diminished if the Railways do not provide the necessary support. Hence it is very essential that the railway system is maintained in fine-tune, both physically and financially.

Opening the debate Shri Bhattam Sreeram raised a very fundamental question of why there is a separate Railway Budget and what special purpose is served by this arrangement. As Shri Sreeramamurthy may be aware, the Railway Finances were separated from the General Finances by a Resolution adopted by the Legislative Assembly in 1924. The separation of the Railway Finances from the General Finances was made generally with an idea of introducing a system of finance which, while maintaining un-impaired the centre of the Parliament on Railway Finances and while ensuring to General Finances a fair return

on the money invested by the Government, would at the same time be more suited to the needs of a vast commercial undertaking. The most notable features of the "Separation Convention" are firstly the fixation of a definite annual contribution from the Railways to the General Revenues and secondly the establishment of Depreciation and other Reserve Funds. It was expected that the arrangement would introduce the necessary flexibility in the administration of Railway Finances so essential in the case of an undertaking of a commercial nature. This arrangement has been generally approved by the later Railway Convention Committees of Parliament with modifications in the method of calculating dividend and reliefs as was found necessary. These considerations still hold good and I am of the view that it would not be in the interest of the General Finances as well as the Railway Finances to merge the Railway Budget again with the General Budget.

There is a near unanimous view held in the House that the Plan allocation for the Railways in 1985-86 is inadequate. I am able to appreciate the Hon'ble Members' anxiety to speed the pace of completion of on-going works as also of track renewals and other replacements, not to speak of taking up new lines in different States. While noting their sentiments in this regard, I would like to draw attention to what I had stated in the Budget Speech, viz., that I am seeking adequate outlay in the Seventh Plan on essential schemes that cannot be postponed. In the meantime, in 1985-86, due to severe scarcity of resources, we have live within the limits of finances allotted to the Railways.

As Hon. Members are aware, the Plan outlay on the Railway consists of two components namely the budgetary support given by the General Revenues and the internal resources generated by the Railways. As I have already mentioned, even though the Plan allocation for the year 1985-86 is at the same level as in the current financial year, the component of Plan outlay financed from internal resources has gone up to Rs. 950 crores and correspondingly the component of the budgetary support received from the General Revenues has come down. The budgetary support is used to finance works such as new lines,

electrification, doublings, gauge conversions, metropolitan transport projects and other new items of work. With the reduction in this component in 1985-86, the financing of such works has been affected to that extent.

In this context, I note that Professor Dandavate referred to what he considers as the unproductive use of scarce resources by comparing the Plan head-wise allocations made in 1985-86 with those in 1984-85. He referred particularly to the reduction in allocations under 'New Lines', 'Gauge Conversions', 'Rolling Stock', and 'Signal and Telecommunication'. As I have already mentioned in my Budget Speech, the total allocation for 1985-86 is at the same level as for 1984-85. In drawing up priorities, I had to give importance to 'Track-Renewals' and 'Electrification' and consequently it became absolutely necessary to review and reduce the allocations under other heads.

While making such reductions great care has been taken to see that even with the reduced level of allocations, the distribution between works is done in a judicious manner so that project oriented lines, strategic lines, works in an advanced stage of progress, etc., are not very adversely affected. Besides, minimum production programmes in the various production units of the Railways like Chittaranjan Locomotive Works Diesel Locomotive Works and Integral Coach Factory had to be provided for, in order to enable large traffic envisaged in 1985-86, to be carried. I quite appreciate that with additional allotments, track renewals could have been stepped up further. So also is the case with electrification, and several other important Plan heads.

Shrimati Jayanti Patnaik and S/Shri G.L. Dogra, R.S. Yadav, Basudev Acharya, Prof. Prashar, Narain Choubey, P.R. Das Munshi, Dighe and other hon. Members had expressed unhappiness over the low allotments made in respect of some of the railway projects in their States. I would like to assure the hon. Members that the allotments to the various projects have been decided upon following the guidelines indicated in my Budget speech. The overall constraint of resources has been such that we have been forced to make token allotment to many projects, some of these

pending clearance from the Planning Commission. We have necessarily to be guided in such matters by the Planning Commission who take an overall view of the transport requirements and development of the country.

Some projects in West Bengal come under this category, where Planning Commission's approval is awaited.

Some Members have expressed unhappiness at the shortfall in achieving targets in the Sixth Plan particularly in regard to track renewals, electrification, new lines, etc. As the hon. Members are aware the original outlay in the Sixth Plan for the Railways was Rs. 5100 crores. It is now expected that the outlay during the Plan period would end with about Rs. 6572 crores. In spite of utilisation of allotted monetary resources fully, there have been shortfalls in physical achievements in some areas, mainly because of rise in prices as was the case with rails and other track components.

Shri Banatwala was extremely critical of the performance of the Railways pointing out that it hardly showed any growth as compared to the performance of 1976-77. It may be recalled that the Railways after achieving a target of loading 212.6 million tonnes of revenue-earning goods in that year crashed down to 193.1 million tonnes in 1979-80. It was only in 1980-81 that the recovery began when the new Government came into power. As Members will appreciate, it takes time to effect recoveries once a system has slid backwards. Nevertheless there were remarkable increases in the subsequent years.

PROF. MADHU DANDAVATE (Rajapur) : Do not consider the movement of traffic in terms of million tonnes, but consider it in terms of tonne kilometres. In tonne kilometres 1977-78 performance was the record performance. That had been stated in the bonus agreement signed with the employees.

SHRI BANSI LAL : But what happened in 1979-80 ?

In 1984-85 we hope to achieve a loading figure of 237 million tonnes in goods traffic which is 21 per cent more than the level achieved in 1980-81. This, to my mind,

is a good achievement. In passenger kilometres also there is an appreciable increase.

The achievements in regard to opening of new lines, gauge conversion, doubling electrification, track renewals, acquisition of rolling stock, and introduction of new trains have been enumerated in my Budget speech as also in my predecessor's Budget speech while presenting the Budget for the year 1984-85. These are no mean achievements considering the allocation made to the Railways and also the fact that nearly 50 per cent of the Sixth Plan outlay which works out to more than Rs. 3000 crores, are met out of internal resources generated by the Railways.

In addition, the Railways are paying dividend to the General Revenue to the extent of about Rs. 1,580 crores during the Plan period. I am sure, Shri Banatwala would appreciate all this.

I am quite aware of the fact that we have still a long way to go in the matter of providing adequate amenities to passengers. Improvements to existing amenities and provision of additional amenities, such as, provision of waiting rooms, retiring rooms, refreshment rooms, water supply arrangements, etc, are carried out on a programmed basis in accordance with the availability of funds. This is a continuous process. Railways have been spending annually about Rs. five crores on the provision of such amenities. Even though there has been no increase in the total Plan outlay for 1985-86, the allocation for passenger amenities has been increased from Rs. five crores to Rs. six crores. I have noted the feelings of the Members in regard to improvements in passenger amenities. It shall be our constant endeavour to see that more and better amenities are provided.

Shri Manvendra Singh referred to the unsatisfactory state of railway catering. Railways are constantly striving to improve the standard of catering services, including the quality of food. Steps taken in this direction include preparation of meals under hygienic conditions in the base kitchen equipped with modern gadgets, intensive checks of catering units, procurement of food ingredients through standard stores, training of staff, etc.

Shri Tapeshwar Singh referred to an important point regarding provision of suitable protection to Railway staff and officers, who have to deal with anti-social elements. I shall have this looked into.

Shrimati Krishna Sabi, referring to the conversion on the Katihar—Barauni Section, stated that there were no additional services being run on these sections and that the Assam Mail was being terminated at Barauni even after the conversion.

For lack of adequate coaches and also line capacity on the route, it may not be possible to accede to these requests immediately. However, as soon as the position improves, the feasibility of introducing more trains and extending the Assam Mail will be taken up.

I am very grateful to the hon. Members for their suggestions regarding safety measures. As a matter of policy, Railways are laying only short-welded rails or long-welded rails wherever renewals are being carried out. Up to 31.3.1984, about 43,000 kilometres of track have been laid with welded rails. More and more welded rails are being laid every year.

Railways have been manning hazardous level crossing at their own cost. In 1982, additional 1,600 hazardous level crossing were identified for manning in a phased manner and the Railways undertook to man 1,200 level crossings at their own cost. Of these, 500 level crossings have already been manned.

Due to inadvertent clearance of signals without physical verification of the reception lines, serious accidents can take place. It was, therefore, decided that as safety aid, provision of track circuits on the run-through lines should be progressively provided. Out of 2,400 stations, about 1,950 stations have already been equipped with main line track-circuiting and the remaining stations are proposed to be completed during the next few years.

The work of providing Auxiliary Warning System is in progress in Howrah-Burdwan chord and main line section of Eastern Railway and Churchgate-Virar suburban section of Western Railway. With the introduction of Auxiliary Warning System, the accidents due to driver's passing the

signals in the 'On' position would be controlled.

Some of the hon. Members have suggested that Railways should, by improving efficiency and bringing about economies, be able to keep the expenditure low in the interest of the travelling public. I may assure the hon. Members that we have tried our utmost to restrict working expenses as also to increase earnings. Several economy measures are already in force on the Railways. Creation of new posts, filling up of vacancies, etc. is subject to severe restrictions.

Several innovations have also been made to economise on materials and energy in the railways to make optimal use of their assets—segregation of freight stock, end to end running, closure of intermediate yards, phasing out of steam traction, closure of steam sheds in a big way, introduction of heavier freight and longer passenger trains etc. Constant reviews are undertaken to locate areas where further economy is possible. The accent is on improvement in productivity. There is a pressing need to improve productivity in the context of the new and improved forms of traction, modernisation of workshops and track maintenance etc.

Prof. Dandavate referred to the need for fixation of monthly targets for earnings and closely monitoring them along with expenditure. I may inform the hon. Member that there is already a system of monthly appraisal of performance, both physical and financial, with reference to the budgeted targets, so as to take corrective actions whenever adverse trends are noticed.

Some hon. Members have expressed concern over what they called 'the unprecedented hike in fares and freights.' I had already explained in my budget speech the reasons as to why this became necessary. With the current financial year closing with our inability to pay dividend to the General Revenues to the extent of Rs. 266 crores, I came across a situation where, in spite of the projected increase in passenger and goods traffic to be carried in 1985-86, the rate of growth in earnings was less than that of expenditure. In other words, this meant that the input

costs, which go into the operation of the railways, have risen more steeply. Added to that, I had to provide realistically for depreciation, so that our current replacement needs of important assets, like tracks, bridge, rolling stock, plant and machinery etc. are taken care of. All these would have left the railways in the next financial year with a deficit of Rs. 403 crores at current rates of tariff. A commercial organisation, like the Indian railway system, ought to be healthy, capable of generating sufficient resources to met the cost of operation and to enable it to render satisfactory service to the travelling public. I am aware that raising of fares is not a very pleasant task, but hon. Members will appreciate that there is no option for me.

Even while raising the passenger fares, I have taken care to exempt from the increase, those travelling upto 50 km by second class mail, express or ordinary trains. The distance of 50 km may look small, but I may mention to the hon. Members that the majority of the passengers in the Indian railways travel only upto about 50 kms, and thus, they have been exempted from the levy of the surcharge.

The proposed increase in passenger fares has made it possible for me to allocate a sizable amount to Accident Compensation, Safety and Passenger Amenities Fund, out of which we meet the expenditure on important safety works. This is in conformity with our policy of giving importance to safety.

I quite appreciate the anxiety of the hon. Members in regard to the hike in freight on the essential commodities. As I mentioned in my budget speech, the lowest three classes in the Goods Tariff, namely, classes 65, 70 and 75, have become uneconomical, because of constant escalation in the cost of inputs, thus resulting in sizable losses in their transport. The social burden, which the railways are bearing on account of passenger traffic and carrying low-rated commodities, is increasing year by year. Hence, in order to reduce the gap between the expenditure involved in carrying such commodities and the freight earned, it became absolutely necessary to re-classify them as proposed. As I have already mentioned, even after

this re-classification, the impact of the increase in freight is very marginal, because the element of freight in many items forms a small percentage in the cost of the item itself. The incidence on the price of essential commodities would range from 1.57 paise to 3.7 paise per kg. at a distance of 1,000 km. I hope the hon. Members will appreciate the compulsions which have necessitated re-classification, without unduly burdening the consumer.

I may mention here that the railways carry sizable quantum of parcel traffic, consisting of commodities, which are required in the daily use of the common man, such as milk, vegetables, fish, meat, eggs, medicines, stationery etc. Though the transport of this traffic is resulting in a loss, I have not proposed any increase in the freight rates for the parcel traffic, with a view to avoiding a further burden on the common man.

Some Members have referred to the increase in monthly season ticket fares. Because of the highly concessional nature of the monthly season tickets, Railways have been incurring continuing losses over the years which are as follows :—

| | | |
|---------|-----|----------------|
| 1970-71 | ... | Rs. 12 crores. |
| 1975-76 | ... | Rs. 24 crores. |
| 1980-81 | ... | Rs. 34 crores. |
| 1983-84 | ... | Rs. 70 crores. |

As Members will appreciate, this cannot be allowed to continue indefinitely. Several committees which went into this subject have come to the same conclusion that the concessions which the season ticket holders now enjoy cannot be allowed to continue in the present form.

Even after the proposed revision, the season ticket holders will continue to enjoy a substantial concession when compared with passengers on single journey tickets.

While elaborating on the social aspect of the increase in the monthly season ticket fares, Prof. Dandavate had suggested separate legislation for enabling contributions from the employers towards the cost of suburban travel in urban areas. I am told

that RTEC had made a similar recommendation, but after examination in the Board this was dropped in view of practical difficulties anticipated in the implementation of such a recommendation.

PROF. MADHU DANDAVATE : Why not refer it to the State Governments ?

SHRI BANSI LAL : We will examine that as well.

There have been repeated request from both sides of the House for a reconsideration of the proposed increase in fares and freights. Any reduction in the enhancement proposed would affect adversely the resources position of the Railways. Nevertheless, in deference to the numerous appeals made, I have decided to reduce the proposed levy of surcharge of 'twelve and half per cent on all classes of passenger tickets to ten per cent. I am sure the Hon. Members will appreciate the difficult position the Railways are in and would not press for any further reliefs in the proposed increases. I am not for the present reducing the budget figures of earning and the figures of dividend payable etc. in the hope that the resultant effect on net revenue will be covered by increased earning and reduced working expenses in the coming year.

I once again thank the Hon. Members for the valuable suggestions they have made in the course of the general debate on the Railway Budget 1985-86.

14.58 hrs.

RESOLUTION RE : RAILWAY
CONVENTION COMMITTEE
AND
DEMANDS FOR GRANTS
(RAILWAYS), 1985-86
AND
SUPPLEMENTARY DEMANDS FOR
GRANTS (RAILWAYS), 1984-85

[English]

MR. DEPUTY-SPEAKER : The House will not take up the Resolutions regarding constitution of the Railway Convention Committee 1985 discussion and voting on

Demands-for-Grants, Railways, for 1985-86 and Supplementary Demands for Grants, Railways for 1984-85, for which four hours have been allotted.

Hon. Members whose cut motions to the Demands for grants have been circulated may, if they desire to move their cut motions, send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move. Those cut motions only will be treated as moved.

A list showing the serial numbers of cut motions treated as moved will be put up on the Notice Board shortly. In case any Member finds any discrepancy in the List, he may kindly bring it to the notice of the Officer at the Table without delay.

THE MINISTER OF RAILWAYS
(SHRI BANSI LAL) : I beg to move :

- (i) "That this House do resolve that a Parliamentary Committee consisting of 12 Members of this House, to be nominated by the Speaker, be appointed to review the rate of dividend which is at present payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance *vis-a-vis* the General Finance and make recommendations thereon."
- (ii) "That this House do recommend to Rajya Sabha to agree to associate 6 members from Rajya Sabha with the Parliamentary Committee to review the rate of dividend which is at present payable by the Railway undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance *vis-a-vis* the General Finance make and recommendations thereon and communicate the names of the members so appointed to this House."

MR. DEPUTY-SPEAKER : Motions moved :

"That this House do resolve that a Parliamentary Committee consisting of 12 Members of this House, to be nominated. by the Speaker, be appointed to review the rate of

dividend which is at present payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance *vis-a-vis* The General Finance and make recommendations thereon."

"That this House do recommend to Rajya Sabha to agree to associate 6 members from Rajya Sabha with the Parliamentary Committee to review the rate of dividend which is at present payable by the Railway undertaking to General Revenues as well as other ancillary matters in connection with Railway Finance *vis-a-vis* the General Finance and make recommendations thereon and communicate the names of the members so appointed to this House."

"That the respective sums not exceeding the amounts shown in the

third column of the Order Paper be granted to the President of India, out of the Consolidated Fund of India, to defray the charges that will come in the course of payment during the year ending the 31st day of March, 1986, in respect of the heads of demands entered in the second column thereof against Demand Nos. 1 to 16."

"That the respective supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India to defray the charges that will come in course of payment during the year ending the 31st day of March, 1985, in respect of the heads of Demands entered in the second column thereof—Demand Nos. 1,3,4 and 7 to 13."

Demands for Grants (Railways) for 1985-86 submitted to the Vote of Lok Sabha.

| No. of Demand | Name of Demand | Amount of Demand for Grants submitted to the Vote of the House |
|---------------|--|--|
| 1 | 2 | 3 |
| | | Rs. |
| 1. | Railway Board... | 5,39,34,000 |
| 2. | Miscellaneous Expenditure (General)... | 34,52,29,000 |
| 3. | General Superintendence and Services on Railways... | 258,47,36,000 |
| 4. | Repairs and Maintenance of Permanent Way and Works... | 532,68,66,000 |
| 5. | Repairs and Maintenance of Motive Power... | 412,24,00,000 |
| 6. | Repairs and Maintenance of Carriages and Wagons... | 593,36,76,000 |
| 7. | Repairs and Maintenance of Plant and Equipment... | 294,02,71,000 |
| 8. | Operating Expenses—Rolling Stock and Equipment... | 470,19,27,000 |
| 9. | Operating Expenses—Traffic... | 526,43,27,000 |
| 10. | Operating Expenses—Fuel... | 1028,27,68,000 |
| 11. | Staff Welfare and Amenities... | 179,76,19,000 |
| 12. | Miscellaneous Working Expenses... | 264,47,76,000 |
| 13. | Provident Fund, Pension and Other Retirement Benefits... | 280,66,75,000 |
| 14. | Appropriation to Funds... | 1275,53,31,000 |

| 1 | 2 | 3 |
|-----|--|----------------|
| 15. | Dividend to General Revenues, Repayment of loan taken from General Revenues and Amortization of Over-Capitalization... | 546,85,31,000 |
| 16. | Assets—Acquisition Construction and Replacement Revenue... | 14,99,00,000 |
| | Other Expenditure... | 3962,30,39,000 |

Supplementary Demands for Grants (Railways) for 1984-85 submitted to Vote of Lok Sabha.

| No. of Demand | Name of Demand | Amount of Demand for Grants submitted to the Vote of the House |
|---------------|--|--|
| 1 | 2 | 3 |
| | | Rs. |
| 1. | Railway Board... | 26,55,000 |
| 3. | General Superintendence Services... | 12,32,92,000 |
| 4. | Repairs and Maintenance of Permanent Way and Works... | 40,52,35,000 |
| 7. | Repairs and Maintenance of Plant and Equipment... | 17,11,98,000 |
| 8. | Operating Expenses—Rolling Stock and Equipment... | 10,41,81,000 |
| 9. | Operating Expenses—Traffic... | 20,51,71,000 |
| 10. | Operating Expenses—Fuel... | 45,41,76,000 |
| 11. | Staff Welfare and Amenities... | 4,19,95,000 |
| 12. | Miscellaneous Working Expenses... | 18,18,65,000 |
| 13. | Provident Fund, Pension and Other Retirement Benefits... | 35,30,57,000 |

15.00 hrs.

MR. DEPUTY-SPEAKER : Dr. Saradish Roy may speak.

DR. SARADISH ROY (Bolapur) : Sir, I am not feeling well and so I may be permitted to speak while sitting.

15.01 hrs.

(Shri Vakkom Purushottaman *in the Chair*)

At the outset I want to say that the money allotted to the privately owned railways has not been disclosed in the Budget documents—the details regarding how much subsidy is being paid to privately owned

railways run by the Government in the previous years. By these documents, you will know how these Railway Board people are. Just now I am told that this year this amount has not been given. How much is this amount? There are six privately owned railways managed by the Government. In the third Lok Sabha when I was a Member I moved for the nationalisation of Ahmedpur-Katwa Railway (A.K. Railway) and Burdwan-Katwa Railway (B.K. Railway). The B.K. Railway was nationalised during the Third Lok Sabha and since then a subsidy is paid to the Company. And A.K. Railway's management was taken over and the company is being paid a subsidy. The length of the AK and BK Railways

put together is round about 52+53=105 kms. The company owning the AK Railway is paid annually a subsidy of Rs. 60,340. Then Bankura Damodar River Railway is paid annually a subsidy of Rs. 1,19,000; the Central Provinces Railway was paid a subsidy of Rs. 8,75,613.23 in 1981-82, Rs. 14,15,808.44 in 1982-83 and Rs. 13,18,373.91 in 1983-84. For Futwah-Islampur Railway, the subsidy was Rs. 13,62,515.67 in 1981-82, Rs. 9,55,687.54 in 1982-83 and Rs. 14,32,634.89 in 1983-84.

Sir, the narrow gauge lines serve no purpose because the engines and bogies are not now manufactured in the railway workshops and you have to purchase them at a higher rate from the one private company which is manufacturing them.

After nationalisation of the B.K. Railway in the Third Lok Sabha, you have introduced two narrow gauge diesel engines and changed some bogies, but thereafter there is no improvement. My plea is this. You have given so much subsidy to the privately-owned railways managed by Government. Now, they should be taken over and transformed into broad gauge lines so that there is no wastage of money and diversion of railway fund in the name of subsidy/rebate to the privately owned railways managed by the Government should be stopped.

Sir, only, on the 6th of March, a letter was addressed to me by the Secretary, Railway Board. I may be permitted to read this letter :

"Kindly refer to your letter dated 21st March, 1984 regarding disparity in charging the fare between Howrah and Siuri. (It is my district headquarters.)

"The matter has been enquired into and it came to light that the station Siuri made the correct charge whereas the station Howrah realised an excess charge of Rs. 2/- i.e. Rs. 19 (instead of Rs. 17). The lapse is being taken up with the Divisional Railway Manager, Howrah.

"You will be glad to know that 239 passengers will be eligible to get refund of Rs. 2/- per ticket. Necessary notification in this regard is

being issued by the Railway in the local newspapers."

What is the background of this? Right from the British regime, it was the tradition that for a travel from district headquarters to the State capital, whatever route you may travel, the fare will be the same. So, in this case the distance differential from Siuri to Howrah via Andal is less than 15 kms. They have revised this order. In this connection, the note received from the Railway Board says :

"Based on the recommendations of Rail Tariff Enquiry Committee, it has been decided by the Ministry of Railways that the passenger fares over all Indian Railways should be charged by the route actually travelled including certain sections enjoying the benefit of alternative routes over certain."

"...Railways vide their letter No. TCII/2013/77, dated 4-7-1981. A copy, thereof is sent herewith. Due to certain difficulties, these orders could not be implemented from 1.8.81. However, these were implemented in stages. The first phase where the distance differential by alternative longer route was 75 kms or more was implemented w.e.f. 1-9-83, the second phase where the distance differential was more than 50 kms. but less than 75 kms was implemented w.e.f. 1.1.1984 and the third phase where distance differential was less than 50 kms. was implemented w.e.f. 1-4-1984."

Sir, with much funfare, just before elections, the two Ministers from West Bengal, Shri Abdul Ghani Khan Choudhury and Shri Pranab Mukherjee inaugurated on 26.1.84 an express train from Saintia to Howrah via Siuri and Andal. At that time, he enhanced the fare in violation of the order issued by the Railway Board vide. Their letter no TC 11/2013/77 dated 4-7-81 and excess passengers fares have been charged since 26-1-84 till 31-3-84 in addition to your decisions to refund extra Rs. 2/- to 239. Passengers and the entire amount bill he spent for the benefit and welfare of the travelling Public as per my suggestions. We protested. We wanted this express

train to be converted into fast passenger train with limited stoppages. And it was conceded within three weeks. At that time, it was not only I who protested. Even the local Congress people supported me openly in the statement.

In the middle of February, the train was converted into a fast passenger train. Because the distance was longer, they enhanced the fare. But according to the Circular where the distance is less than 50 km., it will come into effect only on or from 1-4-84. But much ahead of that date, with the reins of the two Ministers, it was implemented earlier. We protested against that in several meetings. We wrote several letters and reminders were also sent. At long last, this year, on 6.3.85, I was informed that Rs. 2/- each will be refunded to 239 passengers.

As it was impossible to refund the money, we had demanded that let them deposit the extra amount collected from the passengers at the Siuri station, let a Committee be constituted consisting of Members of Parliament, Members of the Legislative Assembly and members of Panchayat Samities and let the money be spent for the benefit and welfare of the travelling public. They have not given any heed to it. Such is the behaviour of the Railway Department. They are always increasing fare in one way or other. I do not want to say anything more. I hope the hon. Minister will give a thought to it. Since the inception of Railways, certain traditions have developed and these traditions are being broken by the so-called Congress-I Government.

With these words, I hope, the hon. Minister even at this late hour will consider our demands.

SHRI SAIFUDDIN CHOWDHURY
(Katwa) : I beg to move :

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to withdraw the hike in railway fares and freights.] (20)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to check railway accidents.] (21)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to introduce adequate safety measures for the passengers.] (22)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to improve the quality of food serve to passengers.] (23)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to provide better amenities to passengers.] (24)

“That the Demand under the Head ‘Assets—Acquisition, Construction and Replacement’ be reduced by Rs. 100.”

[Need to fill up the vacant posts in the railways.] (35)

“That the Demand under the Head ‘Assets—Acquisition, Construction and Replacement’ be reduced by Rs. 100.”

[Need to step malpractices in the appointment of employees in the railways.] (36)

“That the Demand under the Head ‘Assets—Acquisition, Construction and Replacement’ be reduced by Rs. 100.”

[Need to double the Bandel-Katwa line of Eastern Railway.] (37)

“That the Demand under the Head ‘Assets—Acquisition, Construction and Replacement’ be reduced by Rs. 100.”

[Need for electrification of Bandel-Katwa line of Eastern Railway.] (38)

“That the Demand under the Head ‘Assets—Acquisition, Construction, and Replacement’ be reduced by Rs. 100.”

[Need for introduce more EMU coaches in the suburban trains on Eastern Railway in West Bengal.] (39)

“That the Demand under the Head ‘Assets—Acquisition, Construction and Replacement’ be reduced by Rs. 100.”

[Need to regularise the casual workers in the railways.] (40)

SHRI K. RAMACHANDRA REDDY
(Hindupur) : I beg to move :

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need for taking up doubling of railway lines in Andhra Pradesh.] (25)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need for taking up conversion of metre gauge lines into broad gauge lines in Andhra Pradesh.] (26)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need for taking up the survey of new lines proposed by the Government of Andhra Pradesh.] (27)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need for taking up the construction of railway overbridge at Dhone in Kurnool District.] (28)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need for providing an over-bridge at Kamalapuram in Cuddapah District.] (29)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need for laying new railway line between Cuddapah and Rayadurg via Kadiri Madakahri, at Kalyanadurg in A.P.] (30)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need for immediate electrification of railway line in Rayalseema in Andhra Pradesh.] (31)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need for providing adequate amenities to passengers.] (32)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need for providing a direct train from Anantapur (AP) to Delhi via Hyderabad.] (33)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to supply good quality tiffin and coffee at stations between Kadiri (Andhra Pradesh) and New Delhi.] (34)

SHRI HANNAN MOLLAH (Uluberia) :
I beg to move :

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to allow hawkers evicted from Sealdah and Howrah stations to resume their business] (41)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to check harassment by RPF of hawkers at Howrah and Sealdah stations.] (42)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

[Need to provide licence to hawkers at Howrah and Sealdah stations.] (43)

“That the Demand under the Head ‘Railway Board’ be reduced by Rs. 100.”

“Need to give preference in leasing the vacant railway land the hawkers for their alternative livelihood.] (44)

“That the Demand under the Head

'Railway Board' be reduced by Rs. 100."

[Need to provide licences to hawkers during business in trains.] (45)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to absorb bearers working on commission basis in mail train.] (46)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for a stoppage of 134 Up Ahmedabad Express or 2 Up Bombay Mail at Mecheda station for taking betel-leaf baskets.] (47)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for a stoppage of 30 Up Bombay Express at Bagnam and Uluberia stations for taking betel-leaf baskets.] (48)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for stoppage of 49 Up Amritsar Express at Serampore and Sheoraphuly stations for taking betel-leaf baskets.] (49)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for a stoppage of 463 Up or 464 Dn Hatia Fast Passenger at Uluberia, Begnan, Mecheda, Panskura and Batischeek stations for taking betel-leaf baskets.] (50)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide booking facilities for betel baskets on 83/101 UP AC Express, 1 Up Kalka Mail and 9 Up Dehradun Express at Howrah

station and on Pathankot Express at Sealdah.] (51)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to make arrangements for rest of loading-unloading staff of betel baskets.] (52)

"That the Demand under the Head 'Railways Board' be reduced by Rs. 100."

[Need to regularise the casual workers within a specified period.] (53)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to fill up all vacancies in Railways all over the country.] (54)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recruit staff for all posts through Employment Exchanges] (55)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to extend booking facilities for betel-leaves in mail and express trains from Uluberia, Begnan, Mechedia, Panskura stations on S.E. Railways.] (56)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to extend the over-bridge at Bauria station on S.E. Railway.] (58)

[Need to constarct a flag station at Chackasi on TE Railway.] (57)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a fly over at Maurigram on S.E. Railway.] (59)

"That the Demand under the Head 'Assets—Acquisition, Construction and Replacement' be reduced by Rs. 100."

- [Need to complete construction of broad-gauge line between Howrah Amta.] (71)
- “That the Demand under the Head ‘Assets—Acquisition, Construction and Replacement’ be reduced by Rs. 100.”
- [Need to complete construction of broad-gauge line between Howrah and Sheaklada.] (72)
- “That the Demand under the Head ‘Assets—Acquisition, Construction and Replacement’ be reduced by Rs. 100.”
- [Need to construct railway line between Digha and Tamluk.] (73)
- “That the Demand under the Head ‘Assets—Acquisition, Construction and Replacement’ be reduced by Rs. 100.”
- [Need to construct a new railway line from Malda-Hili West Dinajpur *via* Balurghat.] (74)
- “That the Demand under the Head ‘Assets—Acquisition, Construction and Replacement’ be reduced by Rs. 100.”
- [Need to construction new broad-gauge-cum-metre guage line between New Jalpaiguri and Siliguri *via* Rangapani.] (75)
- “That the Demand under the Head ‘Assets—Acquisition, Construction and Replacement’ be reduced by Rs. 100.”
- [Need to construct new line between Budge-Budge and Namkhana.] (76)
- “That the Demand under the Head ‘Assets—Acquisition, Construction and Replacement’ be reduced by Rs. 100.”
- [Need to construct railway line from Ranigunge to Bankura *via* Mejia.] (77)
- “That the Demand under the Head ‘Assets—Acquisition, Construction and Replacement’ be reduced by Rs. 100.”
- [Need to construct double line between Dum Dum and Bangaon.] (78)
- “That the Demand under the Head ‘Assets—Acquisition, Construction and Replacement’ be reduced by Rs. 100.”
- [Need to construct Howrah—Amta Champadanga broad gauge line.] (79)
- “That the Demand under the Head ‘Assets—Acquisition, Construction and Replacement’ be reduced by Rs. 100.”
- [Need to construct new line between Dankuni and Sheakhala.] (80)
- “That the Demand under the Head ‘Assets—Acquisition, Construction and Replacement’ be reduced by Rs. 100.”
- [Need for modernisation of Bandel—Katwa Section of Eastern Railway.] (81)
- “That the Demand under the Head ‘Assets—Acquisition, Construction and Replacement’ be reduced by Rs. 100.”
- [Need to complete construction work of Calcutta circular railway.] (82)
- “That the Demand under the Head ‘Assets—Acquisition, Construction and Replacement’ be reduced by Rs. 100.”
- [Need to reduce railway freight for betal leaves by 50 per cent.] (83)
- “That the Demand under the Head ‘Assets—Acquisition, Construction and Replacement’ be reduced by Rs. 100.”
- [Need to provide better conditions for booking of betal baskets at different stations particularly at Howrah Sealdah and Kharagpur stations] (84)
- SHRI MALLAREDDY RAGHUMA REDDY (Nalgonda) :** I beg to move :
- “That the Demand under the Head Railway Board be reduced to Rs. 1.”
- [Failure to establish a coach factory at Kazipet under South Central Railway.] (103)
- “That the Demand under the Head Railway Board be reduced by Rs. 100.”
- [Need to complete expeditiously Bibinagar and Nadukudu railway line in Andhra Pradesh.] (122)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to take up the construction of railway line between Miryalaguda and Vishnupur in Andhra Pradesh.] (123)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to take up the construction of railway line between Macherla and Raichur via Devarakarda Nagar, Kurnool.] (124)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to allot more funds to electrify the railway line from Hyderabad to Kazipet.] (126)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to take up the construction of circular railway around Hyderabad and Begumpet in Andhra Pradesh.] (126)

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to provide adequate passengers amenities to.] (240)

"That the demand under the head General superintendence and Services on Railways be reduced to Re. 1."

[Failure to maintain properly electrical rolling stock, fans and lights.] (341)

"That the demand under the head General Superintendence and Services on Railways be reduced to Re. 1."

[Failure to allocate funds for laying new tracks.] (342)

"That the demand under the head General Superintendence and Services on Railways be reduced to Re. 1."

[Failure to electirly and modernise the railways.] (343)

DR. CHINTA MOHAN (Terupathi) :
I beg to move :

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for early completion of the coach repair workshop, Tirupati, South Central Railway.] (106)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to check the malpractices in recruitment in coach repair workshop, Tirupati.] (107)

SHRI NARAYAN CHOUBEY
(Midnapore) : I beg to move :

"That the Demand under the Head General Superintendence and Service on Railways be reduced by Rs. 100."

[Need to check locking of all gates at the D.R.M.'s office at Kharagpur and Adra in the name of punctuality and discipline.] (149)

"That the Demand under the Head Repairs and Maintenance of Permanent way and works be reduced to Re. 1."

[Failure to do away with the practice of engaging contractors and contract labour for the works of deep screening re-railing and sleepers changing on the Indian Railways] (156)

"That the Demand under the Head Miscellaneous expenditure (General) be reduced by Rs. 100."

[Need to convert narrow gauge railway into broad gauge line between Purulia and Kotsila on S.E. Railway.] (190)

"That the Demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

[Need to construct a third line between Kharagpur and Panskura and fourth line between Panskura and Howrah on S.E. Railway.] (196)

"That the Demand under the Head Operating Expenses - Traffic, be reduced by Rs. 100."

[Need to run more E.M.U. trains between Panskura and Kharagpur on S.E. Railway.] (199)

"That the Demand under the Head Operating Expenses—Traffic, be reduced by Rs. 100."

[Need to run more trains between Kharagpur and Tatanagar on S E Railway.] (200)

"That the Demand under the Head 'Operating Expenses—Traffic' be reduced by Rs. 100."

Need to provide a station at Khemasuli in Kharagpur Division on S E Railway despite favourable survey.] (201)

"That the Demand under the Head 'Operating Expenses—Traffic' be reduced by Rs. 100."

[Need to start a station at Cossye between Kharagpur and Midnapur on S E Railway.] (202)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced to Re. 1."

[Failure to include the construction of Tamluk—Digha new line on S.E. Railway in the works programme.] (253)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced to Re. 1."

[Failure to include the proposal for a new line from Budge Budge to Nankhana on Eastern Railway in the works programme.] (254)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced to Re. 1."

[Failure to include Bankura-Mejia Railway line on the S.E. Railway in the works programme resulting in delay in excavation of coal from the newly found coal belt in West Bengal.] (255)

SHRI RAM BAHADUR SINGH
(Chapra) : I beg to move.

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to replace the old railway lines to avoid accidents and ensure timely running of trains.] (160)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to make arrangements for the safety of passengers and their belongings in trains.] (161)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to increase the number of passenger trains in the North Eastern Railway.] (162)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to regularise the services of casual labourers.] (163)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct a road bridge on the unoperated Sadha level crossing on the eastern side of the Chhapra Kacheri station on the North Eastern Railway.] (164)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to regulate the closing of level crossings for not more than 5 minutes for the convenience of persons using the railway crossing.] (165)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct a bridge over the Ganga river in Patna between Digha and Pahleja Ghat.] (166)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to renovate the old bridge over the Ghaghra river at Manjhi on North-Eastern Railway.] (167)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct a shed for passenger at Seetpur Railway station between Chhapra and Sonpur on North-Eastern Railway.] (168)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to re-introduce the train between Daraunda and Maharajganj in North-Eastern Railway.] (169)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct a bridge over the Gandak river at Chhitauni near Bagha in North-Eastern Railway.] (170)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to increase the number of general class bogies in Jayanti Janta Express running between Barauni and New Delhi.] (171)

SHRI S.M. BHATTAM (Visakhapatnam) : I beg to move .

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to introduce a superfast train between Waltair and New Delhi via Raipur.] (172)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to introduce a shuttle train between Tuni and Waltair in Andhra Pradesh.] (173)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to change name of Waltair station to Visakhapatnam.] (174)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to extend the Tirumalai Express running between Vijayawada and Tirupati to Waltair.] (175)

SHRI R.P. DASS (Krishnagar) : I beg to move :

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to accept the unanimous resolution adopted by the West Bengal Assembly regarding extension of double line from Ranaghat to Lalgola under E. R. Railway.] (176)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to undertake a techno-economic survey to determine the facilities required for augmentation of capacity of Krishnagar Lalgola section.] (177)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to take up the construction work of a new broad gauge-cum-metre gauge line to connect New Jalpaiguri with Siliguri Jn via Rangapani.] (346)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to take up the construction of a new broad gauge line from Budge-Budge to Namkhana.] (347)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Need to include electrification of Bandel-Katwa, Krishnagar-Lalgola and Ranaghat-Gede sections in works programme of the Railways.] (348)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to include Tamluk-Digha broad gauge rail line in the works programme although necessary approval of the Planning Commission was accorded to.] (349)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct a new broad gauge link from Raniganj to Bankura via Meija.] (350)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to undertake techno-economic survey for laying a new broad guage line between Krishnagar city Jn. and Karimpur under Sealdah Division.] (351)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide adequate toilet facilities in the trains running between Sealdah and Lalgola and Sealdah and Burnpur Gede.] (352)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for vigorous checking for ticketless travel in Sealdah and Howrah Divisions.] (353)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to convert the narrow gauge from Santipur to Nabadwip line into board gauge line Ghat via Krishnagar under Sealdah Division of Eastern Railway.] (354)

SHRI INDRAJIT GUPTA (Basirhat) :
I beg to move :

"That the Demand under the Head Operating Expences Traffic be reduced by Rs. 100."

[Need for electricfication of Hasnabad-Barasat suburban section in Sealdah Division of Eastern Railway.] (226)

"That the Demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

[Need to introduce two additional Up and Dn direct train services between Hasnabad and Sealdah with existing rankes.] (227)

"That the Demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

[Need for early sanction of proposed Lebutala Halt station on Hasnabad—Barasat section.] (228)

"That the Demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

[Need to reduce running time of existing train services between Hasnabad and Sealdah for the benefit of office-goers.] (229)

"That the Demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

[Need to ensure that Ichamati passenger from Hasnabad reaches Sealdah station not later than 9.30. m.m.] (230)

"That the Demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

[Need to exempt Icchamati passenger from unauthorised stoppages at Madhyagram, Birati, and Dum Dum Contonment stations.] (231)

SHRIMATI GEETA MUKHERJEE
(Panskura) : I beg to move :

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to change the status of the railway station at Khirai in Kharagpur—Panskura section, S.E. Railway from flag station to halt station.] (247)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide more frequent train services between Panskura and Kharagpur on S.E. Railway.] (248)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to supply drinking water to passengers at Haur, Balichak and Radhamohanpur stations on S.E. Railway by repairing tubewell.] (249)

"That the Demand under the Head Repairs and Maintenance of Carriages and wagons be reduced by Rs. 100."

[Need to construct a new shed in

West Bengal for repairs of EMU coaches.] (250)

"That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced to Re. 1."

[Failure to include Tamluk—Digha railway link, S.E. Railway in the works programme.] (251)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced to Re. 1."

[Failure to restore Budge-Budge-Nankhana railway link.] (252)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to check eviction of petty traders on railway land at Panskura, S.E. Railway who are doing peaceful trade for years there.] (256)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to include Bankura—Mejia railway project in the works programme of the S.E. Railway.] (257)

SHRI MANIK SANYAL (Jalpaiguri) :
I beg to move :

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to departmentalise catering system in all the Railways.] (300)

"That the Demand under the Head Railway Board be reduced to Re 1."

[Failure to absorb all the employees working under catering contractors in the Railways.] (301)

"That the Demand under the Head Railway Board be reduced to Re 1."

[Failure to regularise all the casual employees working in railways for years.] (302)

"That the Demand under the Head Railways Board be reduced to Re 1."

[Failure to re-instate the retrenched employees.] (303)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to introduce an express train between Jalpaiguri and Sealdah via New Jalpaiguri.] (318)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to modernise Darjeeling Himalayan Railway.] (319)

SHRI ANANDA PATHAK (Darjeeling) :
I beg to move :

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to modernise Tindharia railway workshop in Darjeeling district.] (306)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to restore and attach 2nd class 3-Tier coach to Tinsukia Mail from New Jalpaiguri New to Delhi.] (307)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to check misuse of the vast chunk of railway land at Shiguri and New Jalpaiguri.] (308)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to allot reservation quota of some berths in Vivekananda Express to New Jalpaiguri station.] (309)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide rail line between Malda and Balurghat via Tapan and Hili.] (310)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to remove the rail gate near Siliguri Road station and divert the line from Ranagapani.] (311)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to introduce a direct fast train from Jalpaiguri to Delhi via New Jalpaiguri.] (312)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to restore crane trans-shipment works at Siliguri.] (313)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to restore AT Mail and Baishaki Express ex-Siliguri junction under N.F. Railway.] (314)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to modernise Darjeeling Himalayan railway.] (315)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to introduce a super-fast train at between Jalpaiguri and Sealdah via New Jalpaiguri.] (316)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to restore the originating station of Darjeeling Mail to New Jalpaiguri] (317)

SHRIMATI BIBHA GHOSA GOSWAMI (Nabadwip) : I beg to move :

"That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced to Re. 1."

[Failure to electrify Ranaghat-Gede and Ranaghat-Bongaon sections under Sealdah Division of E. Railway.] (320)

"That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced to Re. 1."

[Failure to double the Ranaghat-Lalgola section of Sealdah Division, E. Railway.] (321)

"That the Demand under the Head

Assets-Acquisition, Construction and Replacement be reduced to Re. 1."

[Failure to make provision for the Raniganj-Bankura-Mejia railway line under E. Railway.] (322)

"That the Demand under the Head Assets-Acquisition Construction and Replacement be reduced to Re. 1."

[Failure to electrify Bandel-Katwa line.] (323)

"That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced to Re. 1."

[Failure to replace outdated and worn-out engines and carriages of Sealdah Division of E. Railway.] (324)

"That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced to Re. 1."

[Failure to include Budge-Budge-Namkhana railway project in the works programme.] (325)

"That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced to Re 1."

[Failure to provide funds for construction of Tamluk-Digha railway line even after the foundation stone has been laid.] (326)

"That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to make provision for simultaneous reception of trains at Badkulla and Birnagar stations of Sealdah Division.] (327)

"That the Demand under the Head Assets-Acquisition Construction and Replacement be reduced by Rs. 100."

[Need to provide a station between Ranaghat and Santipur with crossing facilities.] (328)

"That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to introduce a halt-station at Bathna in Ranaghat Santipur section of Sealdah Division.] (329)

“That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.”

[Need to raise the status of Bahirgachi halt station.] (330)

“That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.”

[Need to provide land for a Rickshaw stand at Chakdaha railway station in Sealdah-Lalgola section of E. Railway.] (331)

“That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.”

[Need to construct a centilever and Footpath by the side of the Kalinarayanpur railway bridge in Sealdah-Krishnagar section of E. Railway.] (332)

“That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.”

[Need to provide a passenger-shed and a tubewell on platform No. 2 of Badkulla Railway station in Sealdah-Krishnagar section.] (333)

“That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.”

[Need to provide for a waiting hall at platform No. 1 of Badkulla station.] (334)

“That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.”

[Need to expand the facilities in the main station room at Badkulla station by supplying of proper furniture and telephone.] (335)

“That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.”

[Need to complete double-lining

of Ranaghat-Churni-bridge span immediately to ease the bottleneck at Ranaghat station.] (336)

“That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100.”

[Need to provide crossing facilities at all stations between Ranaghat and Lalgola.] (337)

“That the Demand under the Head Railway Board be reduced to Re 1.”

[Failure to recognise contract labour engaged in the four types of jobs identified to be of permanent nature in the railways, as railwaymen.] (338)

“That the Demand under the Head Railway Board be reduced to Re 1.”

[Failure to stop malpractices in recruitment particularly in Kanchrapara railway workshop.] (339)

“That the Demand under the Head Operating Expenses-Traffic be reduced to Re. 1.”

[Failure to Prevent frequent disruption of railway traffic in the Sealdah-Krishnagar section of Eastern Railway.] (344)

“That the Demand under the Head Operating Expenses-Traffic be reduced to Re. 1.”

[Failure to provide minimum regularity in the railway traffic in Ranaghat-Krishnagar, Ranaghat-Gede and Ranaghat-Bongaon sections of Sealdah Division of Eastern Railway.] (345)

[*Translation*]

SHRI KESHAORAO PARDHI (Bhamdara): Mr. Chairman, Sir, I am grateful to you for giving me time to speak on Railway Budget. I also welcome and support the budget for the year 1985-86 presented by the Railway Minister. There are many welcome proposals in the budget. First as Chief Minister of Haryana and later as Defence Minister in the Centre,

he had earned a good reputation for himself. In my view, he has included many proposals to make the Railways more dynamic and fast. He has replied to the debate and I welcome his announcement that surcharge of 12.5 per cent would be reduced to 10 per cent, but Mr. Chairman, Sir, through you I would like to make a submission to the Railway Minister about his assertion that most of the passengers travel upto 50 kms. or less. There are many big cities in the country like Bombay, Nagpur etc. where people daily commute upto a distance of 150 kms. to work as labourers, as employees and to sell their goods in the market. I do not know as to how this figure of 50 kms. has been arrived at. In my view, the exemption of 50 kms. should at least be raised to 150 kms. keeping in view the difficulties of the poor because no mail or express train stops within 50 kms. According to my knowledge the workers in textile mills at Bombay or Nagpur have to cover even longer distance to reach their places of duty. Many people come to their offices from far off places. I would, therefore, request that this exemption should be extended upto 150 kms. which would help the poor.

I wanted to make a request to the Railway Minister before his speech that he should not have made the 12.5 per cent hike in fares and should have spared food-grains and pulses from hike in freight. If he had worked in the Railways with the same efficiencies, which he is reputed to possess, the railway earning could have been increased without raising fares and freights.

If ticketless travelling and other irregularities as also pilferage and theft of goods is checked and continuous watch is kept on the purchase of equipment for the Railways, then the loss of railways and shortage of funds can be made up.

During the discussion on last year's budget. I had said that Railway Minister should be the member of the Planning Commission, as Railways is a very big department. People judge the efficiency of Government through Railways. If trains are running punctually, people think that Government is running well. If trains are not running on time, people think that all is not well with the Government.

Keeping in view the performance of Shri Bansi Lalji as Chief Minister of Haryana and as Defence Minister at the Centre, we hope that he would rectify the mismanagement and shortcomings in the Railway Department. I would request the Railway Minister to look toward this aspect.

I would like to draw his attention towards certain areas of Maharashtra and Vidarbha region. For railway electrification work, Delhi-Bombay and Delhi-Madras routes have been mentioned in the budget. On Bombay-Howrah route, railway track has been electrified between Bombay and Bhusawal. Electrification work on the line from Bhusawal to Nagpur is progressing at a very slow pace and a sum of Rs. 3.7 crores has been allocated for the purpose in this year's budget. If electrification work from Nagpur to Durg is also completed, the entire route from Bombay to Howrah would be electrified but a meagre sum of Rs. 1,00,000 only has been allocated for electrification from Nagpur to Durg. I would like to submit that it is an important route and Bilai as well as Rourkela Steel Plants and many factories on Bombay side fall on this route. Keeping in view the importance of this route, the entire route needs to be electrified. Like Delhi—Madras and Bombay—Delhi routes, it is necessary to complete this also.

I would like to say a few words about new lines. A line already exists between Tumsar and Tirodi. If Katangi, which is only 5—7 kms. away in linked with this line, a route via Balaghat would be available, which would provide access to Copper and Manganese mines.

There is a narrow gauge line between Gondia and Jabalpur. A major accident had occurred on this route during the last rainy season in which 300-400 people were killed. This line is 100 years old and is not fit for the engines which run on this route. Many MPs. who have spoken before me, have also urged the replacement of this track. When this accident occurred, the former Railway Minister had gone on the spot and he had said that this work would be completed during the Seventh Plan, but there is no mention about it in this budget.

While presenting the Railway Budget in 1980, the then Railway Minister, Shri Kamla Pati Tripathi had said in his speech that it would be looked into, but no attention has been paid towards this so far. It is my humble submission that Gondia Jabalpur line should be converted into broad gauge line.

We have been demanding for quite a long time that a coach factory should be set up in Vidarbha. The Railway Department has also identified Bootibori near Nagpur for this purpose. There is no such Government factory in Vidarbha. I would request that Railway Minister should pay attention to this matter and sanction this project so that a factory may be set up in Bootibori with the co operation of the State and the centre.

Mr. Chairman, Sir, Maharashtra Express runs between Nagpur and Kelhapur. We would request that it should start from the borders of Maharashtra viz Gondia and run upto Kolhapur. I had made a similar request to the Railway Minister earlier also that Maharashtra Express should start from Gondia. He had said that there are no terminal facilities at Gondia. I had myself visited the place along with Railway officers. There is sufficient space at Gondia and there is no hindrance at all. Maharashtra Express and Dadar Express should originate from Gondia so that it becomes convenient to travel from one end to the other end of Maharashtra. Similarly, a stoppage for Geetanjali Express should be provided of Gondia and a stoppage for Chhatisgarh Express should be provided at Satausa,

A railway line already exists from Bhandara road to Jawahar Nagar. A passenger trains runs upto Tirodi-Tumassar road. It should be extended to Jawahar Nagar. If it is not possible to run It upto Jawahar Nagar due to defence reasons, a passenger train may be run upto Bhandra town, which is quite a big town and the head quarter of the district. There should be seprate train from Bhandara road to Bhandara town. It was accepted also, but its operation has not started so far.

The bogie attached to 1-Dn, 2-Up Mail and 29-Dn, 30-Up Express which runs between Bombay and Howrah, is not in good

condition and it should be of the type as is attached to Express trains at Delhi and Madras. I hope the hon. Railway Minister would look into this matter, with these words I conclude my speech and support the Railway budget.

SHRI KALI PRASAD PANDEY (Gopalganj) : Mr. Chairman, Sir, I am an independent member in the House. Therefore, after sifting the points raised by both the sides, I would like to submit to the hon. Minister of Railways impartially that there are 2-3 main feature of the budget presented by him and most disturbing of them all is the steep hike in freight and fare.

One of the members has suggested that malpractices and corruption should be pradicated, the projects which have been taken up should definitely be completed so that increase in expenditure on projects could be checked. I have carefully gone through the budget. I belong to Bihar. Although Bihar is a very backward state, yet no new project have been proposed in the budget for Bihar. You are an experienced person and I hope that you will certainly pay attention towards the development of Bihar, which is a backward State.

The late Minister of Railway, Shri Kedar Pandey had formulated a scheme of laying Chhitauini railway line in 1974 which provides a link with Nepal. Its foundation stone was laid by the late Prime Minister, Smt. Indira Gandhi in 1974. It was hoped that the schemes will be completed, transport facilities would increase, but the scheme remained on paper only. The scheme, foundation stone of which was laid by Smt. Indira Gandhi, has not been paid attention. If your schemes are not completed in this way and benefits thereof do not reach the people, nobody will trust your budget.

My another point is that survey for the conversion of Siwan-Gorakhpur narrow gauge railway line into broad gauge was completed in 1972—everybody knows it—but no work on this line has yet been started. Similarly, the schemes were chalked out to acquire land and to conduct survey in respect of laying a new railway line between Thane and Bhatni, but no concrete steps

have so far been taken. If keeping in view the convenience of the people who at present go from Gopalganj and areas near Nepal Border to Bhatni, a link line between Thane and Bhatni via Gore Katya is laid, it will reduce the distance definitely by 400 kilometers thereby providing convenience to the public as well as to the railways.

Similarly, when Gandhi Bridge was constructed in Patna, survey for Digha Bridge was also conducted. Now, with Shri Bansi Lal taking over as the Ministry of Railways, the people were hopeful that at least a provision for Digha Bridge will certainly be made in the new budget, because you will find that there is no transport facility available to the people who travel to Chhapra and areas bordering Nepal from there. They all have to travel via Barauni. If you get the construction workdone on Digha Bridge under the plan, you will find that the Railways will certainly earn profit from Bihar.

In addition to this, I am to submit that the Nepali and other residents of Gopalganj, a newly created district, are deprived of railway facility. After attaining independence, 85 per cent people living in rural areas had the expectations that they will get railway facility, but what happened is exactly the other way round. These 85 per cent rural people, who cannot raise slogans in support of their demands, cannot meet their representatives for redressal of their grievances for want of money, are in such a condition that if they wish to have a glimpse of the train at a railway station, it will take them two-three months to fulfill this wish. Therefore, I request that new railway lines may be laid for the development of rural areas. With the laying of Bhatni-Gopalganj railway line, population of 60 lakh will certainly be benefitted. With these words, I hope that the hon. Minister will surely consider my suggestions.

SHRIMATI USHA CHOUDHARI (Amraoti) : Mr. Chairman, Sir, I rise to support the railway budget for the year 1985-86 presented by the Minister of Railways. We are grateful to the hon. Minister of Railways for reduction in the levy of surcharge on rail fares from 12 per cent to 10 per cent, which he has announced just now in his speech. But at the same

time, we had also hoped that he would announce some reduction in the levy of surcharge on season ticket. It would have been a matter of pleasure for us, had the hon. Minister done so. Today we see that in city like Bombay, the daily life of its residents has become a burden on them. You said that income of the railways there was comparatively less, but it is not correct. Income of the railways has increased to the take of crores of rupees year after year. Railway travel is an essential part of their daily life and you have proposed a steep increase on season tickets. I request that you may reconsider it. I am of the view that for the people of Bombay city, for whom life itself is a burden, this increase in fares is not justified. The system of realisation of fares is also not proper there and the railways always suffer loss on this account.

While supporting the budget, I would like to say that the Railways have become a part of the life of the people. Today, the hectic pace of the life of the common people is reflected in the working of the Railways. Railways are an important medium for bringing about speedy economic and social changes. But, when we view the railway accidents and consequent losses, it gives our appearance of a sick industry, a crisis-stricken industry. Therefore, I want that for such a big industry, 20 percent allocation should be made for the development of the Railways in our Five Year Plan.

You have announced reduction of 2½ per cent in surcharge on railway fare, but at the same time, I want that you reconsider the case of season tickets. You have made provision for two new railway lines in Madhya Pradesh. I do not want to comment on it, but this much I must say that these new lines must be given to those areas where they are needed most. I suggest that you constitute an expert committee which may visit different areas and submit its report. Our Finance Minister has said that he wants to remove regional imbalance and we want to make industrial development by establishing regional balance. Therefore, I want to say that he must ensure that injustice is not done to any area, as has happened in Vidharbha-Amraoti region. We have been told in reply that, that line cannot be provided due to paucity of funds. Possibly, it may be true.

I would like to say that whenever a decision is taken by the Government here and if the State Government wants to appoint a committee in such a situation the decision is not implemented. That is why I had requested that an expert committee should be constituted to decide as to which railway line in which particular area is to be given priority, and provision for this purpose should be made in the budget. Keeping in view the proposed criteria, I again demand a railway line between Amraoti and Narkhed and hope that you will give it serious consideration.

I want to draw your attention to another issue which has not been discussed here. During the British rule, East India Company used to run small lines. Perhaps they were narrow gauge lines. In my constituency, narrow gauge lines of Akola, Amraoti connected by Dayapur and Murtizapur were under the control of East India Company. There are many such lines elsewhere in the country. These lines are not being run properly. We want that Ministry of Railways should take over these lines, so that these lines could be developed properly. Electricity is also not there. People travel in darkness in those trains. These railway lines should be taken over by the Central Government and improvements made there.

You have made sufficient provision in this Budget for renewal of the old railway tracks. I would like to draw your attention towards the fact that although there is provision for renewal of the tracks, yet there is good deal of mismanagement. There are many railway lines passing by metropolitan cities and in sanitary conditions prevail on either side of the tracks and stagnating water accumulates there. It often becomes a water of controversy whether the land on both sides of the track is under the control of the Railways in that of Corporation, but we must ensure that it is properly maintained. Many unauthorised persons occupy that land and misuse it. It is necessary to check this practice.

In your speech you have said that one of the reasons for hike in fares is to provide protection to the Railways to increase its assets and also to expedite the implementation of the new schemes. In this

connection I would like to draw your attention towards RPF and GRP. Although both are police Departments of the Railways, yet there is no co-ordination between them. Many a time problem about demarcation of their powers has arisen. I want that their powers should be clearly defined so as to ensure coordination between them. There is great need of increasing the staff also in these Departments. With the increase in the staff, it will provide to provide protection to the Railways.

Now I will draw your attention towards railway accidents. You have made sufficient provisions for compensating the victims of railway accidents but this will rather create fear and lack of confidence. People will start thinking that number of railway accident will go on increasing and you will go on paying compensation. This is not the right attitude. Human life is not that cheap. It cannot be compensated. It should, therefore, be your endeavour to pay maximum attention to the prevention of accidents.

Two years back one lady Bhinoo, Dadlani was raped and then murdered in Tamil Nadu Express. I am myself a witness in that case. An unauthorised hawkler was allowed to sit in that compartment. Your T.C. did not check him. Every one was in collusion. Railway police also showed slackness. When the attention of the late Prime Minister, Mrs. Indira Gandhi was drawn towards this case, she understood the case and I remember, she had made inquiries from the then Minister of Railways and also made certain suggestions. You should increase the number of G.R.P. and Railway Police personnel so that security of the ladies' compartments and the ladies can be strengthened. Our Prime Minister, Shri Rajiv Gandhi has declared that there should be a clean administration and this is the need of the hour and we regard it as our ideal. It should, therefore, receive your special attention so that our Railways may progress. We are confident that under your able leadership our Railways will march forward. With these words I support the demands of the Railways.

[English]

SHRI ANANDA GAJAPATI RAJU
POOSAPATI (Bobbili) : Mr Chairman,

Sir, while rising to speak on the supplementary Demands of the Railways, I would like to make a few points. In this connection, I would like to state that one cannot take a monotheistic view of the transport industry. The Railways are a part of the transport industry and unless they perform, unless they have a role to play, this giant organisation will definitely go into the archives by the turn of the century. At this juncture, I would like to mention that in 18th and 19th century England, you had the canal ways and you had other systems of transport and the railways went into the background after some time. In this connection, I would also mention the will of a rail-road giant in the United States. He had written a will in which he said that his progeny and his successors would deal only with railway stock. And now today, those people are all paupers. Therefore, on a similar basis, we only hope that this monument of Rs. 8,500 crores does not find its way into the museum shortly, at the turn of the century.

The dynamics of development requires innovations, innovations that have taken place in other countries like Great Britain, Soviet Union and the United States. There is a need for upgradation of performance. In this connection, I would like to mention that even though railways are supposed to be performing a social function, the amount of inventory which is tied in there, of industry, trade and agriculture is something very substantial and the carrying costs are also very high. Therefore another urgent aspect to be tackled is the problem which we have been facing since the Second Five Year Plan, viz, the bottleneck between the railways the coal mines, the steel plants and the power plants. This drag on development should be as soon as possible, resolved.

Increase of freight and passenger fare has been done by the rule of thumb. It is always on a cost plug basis. But that would not be proper, because unless the pricing is rationalised, we will not be able to find any improvement, and we find that every year costs are going up and every year prices are going up without any consequential benefits. Therefore this *ad hoc* manner, the way things are going, should be changed and I would like to suggest a

few things and term it as stray thoughts which I have.

Just as containerisation has gone ahead in shipping, perhaps some kind of innovation should also be thought of in the railways. Then again, the social burden as given in the budget is Rs. 535 crores. But the indirect costs of track-signalling and administration have not been absorbed into the accounting system. Contribution accounting has not been followed, nor have profit interests, cost interests and investment centres been thought of. More important, qualitative targets are also as important as quantitative targets. While seeing that the dividend liability of Rs. 475 crores is of an *ad hoc* nature, I would like to say that it should be put into the General Account on some basis or bases.

When money is being appropriated from the Consolidated Fund of India, I would request the Railway Minister through you, Sir, that opportunity should be given to members like us also to make a few observations.

SHRI MULLAPPALLY RAMACHANDRAN (Cannanore): Mr. Chairman, I am extremely happy to support the Railway Budget for the years 1985-86. Before I go into the details, I would like to congratulate the hon. Railway Minister and his colleague Shri Madhav Rao Scindia for presenting this development-oriented budget.

While fully supporting the budget, I would like to draw the attention of the Railway Minister to the latest Report of the Railway Convention Committee which was presented in the House in the month of August last. I would like to say that in the recommendation it was clearly stated that the railway must play a pivotal role in the development of backward areas. Unfortunately, when deciding about new railway track, this vital factor had not been taken into serious account.

I come from the backward area of Malabar which is northern-most part of Kerala. We were being tantalised with the proposal of a railway line from Tellicherry to Mysore for the last 84 years. See, Sir, railway proposal is 84 year old. When the Britishers were ruling the country in 1901,

the first survey of the Mysore-Tellicherry line was conducted. The Britishers clearly understood the strategic importance and the economic viability of the railway line. Again another survey was conducted in the years 1910-11, but it could not be completed because of the outbreak of the First World War. After independence, various representations were made by various agencies for the starting of this railway line. In the fifties also, another survey was made. Altogether subsequent governments had spent nearly Rs. 2 crores for the survey of Mysore to Tellicherry line. But I am sorry to say that nothing has been done so far in this connection. Sir, it is to be noted that by the opening of this line from Mysore to Tellicherry the distance from North India to Kerala can be cut by about 400 miles. The City of Mysore is already connected by rail to North India. But from Tellicherry to Mysore one has to depend on road transport alone. Supposing a railway track is connected from Mysore to Tellicherry. This distance can be reduced considerably. Sir, the distance from Mysore to Tellicherry by road is 125 miles, but the distance from Mysore to Tellicherry by rail is 504 miles. From Mysore to Tellicherry, one has to proceed now to the round about route i.e. via Jollerpetta in Tamilnadu.

About 1000 lorries are plying on the Tellicherry-Mysore route daily. Nearly 100 buses are running on the same route. So, a railway line on the route will definitely promote the economic development of the area. Tellicherry, Cannanore, Badagara and Calicut ports on the coastal Kerala also will greatly benefit by this project. You will admit that 84 years is too long a period by any yardstick. I earnestly request the hon. Minister to consider this project and include in the Seventh Plan.

There is another demand for Kutlipuram-Guruvayur Line. Millions of people are going to the famous Shri Krishna Temple of Guruvayoor every year. Our beloved Prime Minister late Indiraji and the former Railway Minister, Shri Kamalapati Tripathi, when they came to Kerala, had given clear assurances, in this regard. Unfortunately, nothing has been done so far; and not even a single pie has been included in this budget for the line.

Now, I would like to say something

about the Alleppey-Kayankulam line. Only Rs. 10,00 has been allotted for this project. I regret to say that this is ridiculously too low.

I would like to mention another important thing about a proposal to set up a coach factory at Kanjekkode in Palghat District. A survey was already made and if my information is correct, the report was in favour of Palghat.

AN HON. MEMBER : Mention about Cochin-Madurai line also.

SHRI MULLAPALLY RAMACHANDRAN : Yes, that also is there.

I understand that the Coach Factory is going to be shifted to some other place in the North. I am sorry to say nothing has been done in this regard.

Again, I regret to state that nothing has been done about the proposed diesel engine workshop at Trivandrum.

MR. CHAIRMAN : Please conclude now.

PROF. P.J. KURIEN (Idukki) : It is his maiden speech. Let him continue.

MR. CHAIRMAN : There are a number of Members who want to make their maiden speech.

SHRI MULLAPALLY RAMACHANDRAN : I am sorry to state that the traffic facilities and station facilities at Cananore, Tellicherry, Badagara, Kasaragod and Calicut are awfully inadequate.

The commuters in Malabar area are undergoing a lot of difficulties. I request the hon. Railway Minister to visit the Malabar area and see for himself the problems faced by the passengers. Condemned railway coaches, rejected by the other Railway divisions are being sent to Malabar. The facilities even inside the I Class compartments are hopelessly bad.

From Shoranur to Mangalore, nothing has been done to double the railway line. The Kerala Government has offered the supply of electric power at a subsidised rate. My humble request to the Railway Minister

is that priority may be given to electrification of the railway lines, especially the route from Trivandrum to Mangalore.

It is my humble request that the Railway Minister may kindly look into these problems and serious attention may be given to these proposals.

[Translation]

SHRIMATI VIDYAWATI CHATURVEDI (Khajuraho) : Mr. Chairman, Sir, I thank you that you have given me a chance to speak after a long wait. I support the Budget presented by the Railways. Minister of I appreciate his courage that in spite of a deficit Budget, he has announced in his speech reduction in the proposed passenger-fares from $12\frac{1}{2}$ percent to 10 percent. He has increased the freights by 10 percent. Of course, he will not be praised for presenting a deficit Budget, rather he will be criticised; but Mr. Chairman, what is the alternative. All of us want new railway lines, renewal of old rail tracks and replacement of obsolete rolling stock, electrification of the tracks and conversion single lines into double lines. For doing all these things, I don't think the hon. Minister has a magic lamp. After all we have to find some way. Mr. Chairman, Sir, when we have faith in democracy and have been elected democratically, then we have seen as to who will be affected most by the proposed hike. We will have to see whether it is not the poor and the down-trodden who have been affected by this. I would like to submit that our hon. Minister has treated all the classes equally - be it poor, backward or the weaker or affluent sections of the society. 10 percent hike has been imposed on all. You have increased the freight for commodities like pulses, salt or vegetables. You have increased fares for air conditioned coaches; there is nothing wrong in it. You may increase First class fare also but it is our duty to give relief to the weaker sections who travel by second class. I would submit that I will be grateful if you could reconsider this increase. If it is not possible to do so, then I would like to suggest that class III may be revived. This will, at least, give relief to the poor, weaker and backward sections of the society. I will be grateful if this relief is provided to them. In this Year of the Youth, you have given exemption of 15 percent to the youth

provided they travel in a group of ten. It will better if this concession is given to groups of five and above. You deserve congratulations for maintaining the concession, which was given to children in the year of the child i.e. increasing the age limit of children from 3 years to 5 years for free travel. My friend, Shrimati Usha in her speech has stated that there is imbalance. I also feel that the imbalance is increasing. Where there are already three lines, six lines are laid; where there is already board gauge line, more broad gauge lines are laid and that route is electrified also. A developed route is further developed. But there are regions where no work has been done and after 35 years of independence people have not seen a train. They too are aspiring to have railway lines and trains in their areas. To remove this imbalance she has suggested the constitution of a Committee. You will have to remove this imbalance either by constituting a Committee or by taking some other step... (Interruptions) Members from West Bengal stand up and start shouting. Perhaps they can get their demands conceded by shouting whereas percentage of railway lines there is more than that in many bigger States.....

(Interruptions)

SHRI NARAYAN CHOUBEY (Midnapore) : You may also shout.

SHRIMATI VIDYAWATI CHATURVEDI : You keep quiet. I did not disturb any one. Areaswise, Madhya Pradesh is the biggest State but percentage of the railway lines is just 13% and in the adjoining State of Rajasthan this percentage is 16%. In Uttar Pradesh, which is the largest State so far as population is concerned, the percentage of railway lines is 30% whereas in West Bengal this percentage is 42. In spite of this, they are shouting that their State is being given step motherly treatment and they raise slogans. I want that the imbalance should be removed. I have great expectations from the Railway Minister. He has done a lot of development work in the area, he represents. You are well aware that the backward areas can be developed only when means of transport are available. You have made provision for Satna and Rewa line. Regarding Guna and Etawah it has been stated that this is dacoit infested area and a Railway line is

being laid there to solve the problem. (Interruptions). You may also be aware

16.00 hrs.

that the a proposal for laying a railway line from Lalitpur to Banda, which is in dacoit affected area, has been pending for quite sometime. From that area not one but four Members of Parliament have apprised you of the position that there is poverty and unemployment in that area and no industry has been set up because there are no means of transport. In this area there are huge mineral deposits. I would, therefore, request you that a railway line from Lalitpur to Banda via Khajuraho should be laid without further delay. Khajuraho is famous the world over and all the people can neither want to go by air nor can they afford to do so. If railway facilities are provided you may earn lot of foreign exchange from that area and simultaneously, that backward area will also progress. The people of the area will also be helped in solving the problem of dacoits.

Besides, I had also written to you that you have increased the number of stoppages of Qutab Express, which runs from Nizamuddin to Jabalpur. These stopovers were not there earlier. There are already many trains running between Delhi and Jhansi and the addition of these halts was not necessary. On the other hand after Jhansi, the Districts of Madhya Pradesh such as Tikamgarh, Chhatarpur, Panna, Rewa, Satna, Shahdol districts etc. should be linked with Jabalpur on account of the high court and other courts which hold their sessions and many other offices situated there. But there is no station in Tikamgarh. I want to know how many more stations you will add. You have not conceded the request for stopping it at Niwari which is a station of Tikamgrah District. I want to submit humbly that you should provide facility of Qutab Express to those people also so that they too may be able to go to Jabalpur.

In conclusion, I request you to work for the development of backward areas. If we talk of socialistic pattern of society then we will have to remove the imbalance and we will have to think of these areas also where even after 35 years of independence no progress has been made. With these

words I may also submit that the timings of the Qutab Express should also be changed so that it may reach Jabalpur exactly at 8.30. The train should start early from here so that chain pulling may stop. It is the commuters who resort to chain pulling. I have also sent a complaint to you. It is in connection with the transportation of betel leaves. In my area betel-leaf farming is done on large scale and as you know betel leaf is very delicate and if its transportation misses one train, it gets damaged. I have written to you many a time that betel-leaf farmers are being harassed at Jhansi Station. They are asked to pay Rs. 12/- to Rs. 18/- per basket. If it is not paid the consignment is held up and the traders have to suffer losses worth lakhs of rupees. Betel-leaf is exported to many countries, including Pakistan and Bangla Desh. We earn a lot of foreign exchange from it. Once again I draw your attention towards this complaint and request you that something should be done to give relief to the betel-leaf farmers. With these words, I thank you for giving me time to speak and I support the Railway Budget.

[English]

SHRI K.R. NATARAJAN (Dindigul) : Mr. Chairman, Sir, on behalf of AIADMK I welcome this budget. Yet I have to make some suggestions for consideration and implementation by the hon. Minister for Railways.

There is no provision for construction of new railway lines in Tamil Nadu in spite of genuine demands made by the Puratchi Thalavir M.G.R.'s Government of Tamil Nadu. Tamil Nadu Government included important railway lines in State's recommendation in Five Year Plan for 1980-85, namely—

- (1) Dindigul to Cumbum via Periyaculam railway line;
- (2) Bangalore to Pondicherry line via Hosur, Palacode, Krishnagiri, Jolarpet, Tiruvannamalai;
- (3) Chamarajanagar-Palanin line;
- (4) Karur to Tuticorin via Dindigul Broad Gauge line.

Construction of these railway lines is vital for economic development of Tamil Nadu.

Karur to Dindigul broad gauge line in Tamil Nadu has been a dream for decades but the slow progress on this line has pushed the other of Tamil Nadu to background. This project is meant for the economic development of the people of Tamil Nadu. So, I demand an early execution of this project.

Broad Gauge line to be laid from Bangalore to Pondicherry via Hosur, Palacode, Krishnagiri, Jolarpet and Tiruvannamalai is a very important line. This line connects three States, namely, Karnataka, Tamil Nadu and Pondicherry. It is Pondicherry which give shelter to our great poet, Mahakavi Subramania Bharathiyar and Aurobindo Ghosh. Also, it is the birth-place of our great poet Bharathidasan. Moreover, there exists a railways line between Tiruvannamalai and Palacode. So, it is easy to lay this line.

I would request the hon. Minister of Railways to look into the backwardness of the regions and areas and also consider the need for further development in respect of economy, commerce and industrialisation and to make plans for future development of railways.

[Shri Sharad Shankar Dighe *in the Chair*]

Kodaikanal is known as the Princess of Hill Stations. Tourists all over the world visit this hill station. Though it is a good tourist centre, it is not served by a railway line, unlike Uthagamandalam. Kodaikanal is situated in the backward district of Madurai. So, I demand a traffic survey from Madurai to Kodaimanal to be under taken and necessary steps taken.

A diversion has to be taken from Sholavandan to Cumbum via Battlagunda, Nilakottai, Periyakulam Cumbum and connect it with the Trivandrum line.

There should be another railway line laid from Tirumaganlam to Cumbum via Sedapatty, and Elumalai and connect it with the Trivandrum line.

An overbridge has to be constructed over the railway line in Dindigul immediately. A number of trains pass through this section. So, the gates over the level crossings remain closed most of the time and the traffic comes to a dead stop. The

movement of vehicles is virtually stopped. School-going children, office-goers, vendors of vegetables and other articles of daily necessity are not able to reach their destinations for a long time and people are put to a lot of suffering. So, I demand the immediate construction of this overbridge in Dindigul. Provision has to be made in this year's budget itself.

The metre gauge lines were laid by Lord Dalhousi in 1860 from Egmore to Tirunelvely and Tuticorin via chord line and the main line through Tanjore. So, these lines have to be converted into broad-gauge and double line has to be provided, for which provision has to be made in next year's budget.

There is a long-standing demand for doubling the line between Tambaram and Chinglepet in order to meet the growing traffic needs of the area. This demand is pending from the days when Shri O.V. Alagesan was the Deputy Railway Minister. So, I demand that provision should be made for this in this year's budget.

The fare and freight rates are increased year after year. The income from passenger fares is going up, but there is no proportionate increase in the amenities provided to passengers. In many railway stations there is no provision for supply of drinking water. In many stations the toilet facilities are very poor. Even in those stations where they are provided, they are not maintained properly. There are no proper lighting arrangements in many of the stations and in the running trains. The retiring room facilities leave much to be desired. The passengers are not getting decent nutritious food at reasonable rates in the railway stations.

To cope with the increasing demand, the railway system has to be modernised and computerised. There should be more and more electrification; track renewal has to be done at a faster rate; metre-gauge and narrow-gauge have to be converted into broad-gauge. Several bridges have to be rehabilitated. Many wagons are sick and tracks overaged. Hence, rehabilitation work has to be speeded up.

For instance, the railway track from Peralam to Kodaikanal is more than a

century old, very much out-dated. The track cannot carry heavy weight goods train. So, the track has to be dismantled and a new track laid.

There is an increase in thefts in the yards, running trains, loco-sheds and workshops. It is generally said that the RPF men themselves commit these thefts. So, they should be watched and checked and this malpractice put down with an iron hand.

About 40 percent of the railway employees are casual labourer. They have to be absorbed, and, made permanent employees and proper safeguards provided to them in regard to their conditions of work. The railway employees in semi-urban and rural areas are undergoing a lot of suffering. They should be given proper treatment.

Because there is a heavy rush and overcrowding, more trains should be run between Madurai and Bodi line, Coimbatore and Bangalore, Coimbatore and Tiruchy, Dindigul and Coimbatore, Madurai and Tuticoria and Madurai and Terunelveli and Cape Comorin lines.

Regarding appointments in the Railway administration, there is a provision for reservation of Scheduled Castes and Tribes people, but the percentage of appointments in the reserved category is not adequate. This should be increased further. Even though there is a provision for reservation of appointment for the backward class people under Article 15 and 16 of the Constitution of India, the provision under Article 16 of the Constitution of India has become a dead letter because there is no provision for the backward class people. I demand there should be a minimum reservation of 30 per cent for the people belonging to the backward classes.

There is no reservation for the denotified tribe people. At least fifteen percent of the posts should be reserved for the people who belong to this category. During the British days these people were treated as criminals. They were prevented from going from one place to another without passport.

I would also demand that three per-

cent of the posts should be reserved for the Piramalai Kallars. Their population in Tamil Nadu is 35 lakhs. So effectively they were prohibited from moving about and doing their business during the British days that they were pushed five centuries behind. Therefore, it is the duty of the Government to see that they are rehabilitated and brought up.

I would request the Hon. Minister for Railways to kindly take note of the points that I have made just now and see that necessary action is taken to meet the aspirations of the people of the State.

[*Translation*]

SHRI R.S. KHIRHAR (Sitamarhi) : Mr. Speaker, Sir, I welcome the Budget presented by the hon. Minister of Railways. Many Members spoken about effecting more and more improvements in the Railways. We talk about the development and uplift of rural areas. Through you, I would like to draw the attention of the Minister of Railways to the fact that the role of Railways in the development of rural areas is not reflected in the railway budget. In the last decade, roads were developed by setting up Rural Engineering Organisations in rural areas, but the Railways are not playing any role in this regard. I feel that the Railways should also contribute towards the rural development.

Mr. Speaker, Sir, I came from Sitamarhi which is situated on the Nepal border. The area of 200 kms. Darbhanga to Narkotiaganj lines on Indo-Nepal border. Fifty percent of produce in Bihar—be it maize, wheat or rice—is produced in Motihari, Sitamarhi and Darbhanga, but no marketing facilities are available in the absence of a railway line. When late Shri L.N. Mishra was the Railway Minister, a survey of a railway line from Sitamarhi to Muzaffarpur was conducted, but there is no further progress line we do not know the reasons therefore, I received a letter on 15th February from the hon. Prime Minister in which I have been informed that my proposal for construction of a railway line from Sitamarhi to Muzaffarpur has been forwarded to the Railway Minister for examination. No mention has been made about it in the examination

report presented recently. I would request the Railway Minister to pay attention towards it in the interest of the security of this border area and for the growth of industries and trade in the rural areas. With these words I support the Railway Budget.

[English]

SHRI D.K. NAIKAR (Dharwad North) : Sir, regarding the Budget introduced by the Railway Minister, I want to say a few words about the railway lines in Karnataka State, to which I wanted to draw his attention. Unfortunately, the Minister is not here. Still, I believe that he will take note of what I say about the railway lines so far as Karnataka is concerned.

In Karnataka there are two metre gauge lines. One is Miraj-Bangalore line and the other is Hospet-Hubli line. There is a longstanding demand of the people of Karnataka to convert them into broad gauge lines. Several efforts have been made from the very beginning, but no tangible results have come. Unfortunately, although the portfolio of Railways was held by many Ministers belonging to our State, right from Mr. Dasappa, Mr. Poonacha and others, yet these two lines were never converted into broad gauge ones. Last year we approached the hon. Minister and he was kind enough to order a survey to be conducted and the survey reports are pending before the Ministry, and I expected that these two would be included in the present Budget. But I am sorry they were not included. In this connection, I may tell you that if you go to the neighbouring States of Andhra Pradesh, Kerala and Maharashtra, you will find that every line there is broad gauge, but it is not so in Karnataka. I do not know why this kind of regional imbalance is created so far as the Railway lines are concerned. When I expected the Railway Minister to do some justice to remove regional imbalance, it was not done. But I remember that he mentioned in his speech that he will speed up the existing ones and will take up the new work on a highly selective basis. If that is the case, these two works along with the additional work of Hubli-Karwar line should be taken up because there is industrialisation and heavy traffic there. So, they should be undertaken immediately, at least in the next

budget.

[Translation]

SHRIMATI USHA THAKAR (Kutch) : I welcome the Railway Budget presented by the hon. Railway Minister.

Kutch area is situated on our border and is also a very backward area. We know that there is a proposal to lay a railway line from Gandhi Dham to Lakhpat in Kutch. I request the Railway Minister to include this line in the current years budget proposals. We are aware that survey work of this line has already been completed from Gandhi Dham to Lakhpat. All the four Talukas i.e. Lakhpat, Mandavi, Mundra and Jakhau will be covered by this line and the problem being faced by the residents of these areas will be solved. Unemployment problem of the people would also be solved. Besides, loading and unloading of lignite and salt would also become easy. So, I request the Railway Minister to include this line in the current year's budget proposals. The Railways would earn optimum revenue from goods and passenger traffic handled on this line and it will facilitate return on the capital investment of the Railways.

I congratulate the hon. Minister for having introduced a super fast train from Bombay to Kutch Gandhi Dham. Students of Kutch have to go to Anand Vialabb Uidya Nagar for study, in the absence of a college there. Previously, Janata Express and Saurashtra Express used to stop at Anand, but with the introduction of the super fast train that stoppage has been withdrawn putting the students into great difficulty. I request that the super fast train may be provided stoppage at Anand and it should be named as Kutch Mail.

SHRI RAM BAHADUR SINGH (Chapra) : Mr. Chairman, Sir, development of a country depends on the means of transport, just as blood circulates in the body through veins and arteries. Each part of the body gets blood through veins and that is why the body remains healthy. If any fault develops in it one falls ill. Similarly, if means of transport of a country get interrupted, the country lags behind economically and socially or culturally. Consumer-goods are produced in one part of the country and these are

made available to consumers living in different parts of the country through means of transport.

Means of transport also play a great role in the exchange of views. Therefore, country's development is linked with the development of means of transport. Among the modes of transport available in our country, Railways is the most important; but there is a feeling among the people that the trains are not punctual and there is lack of accommodation, electricity, water and security in trains. Life and property of people are in danger in trains. Due to this feeling people are attracted towards motor transport. Therefore I would request the Railway Minister that if he formulates a time-bound plan and start work with determination only then he would be able to undo these impressions. Unless the Railway Minister takes firm steps alongwith a time bound plan for the development of Railways, such feelings cannot be removed from the minds of the people.

A proposal for constructing an over-bridge between Digha and Pahleja in Patna, Bihar has been under consideration for many years. I have learnt that efforts are being made to change the site of this over bridge to a place near Mahatma Gandhi Setu. In this connection I would submit to the Railway Minister that Railways have got their own land in Digha Ghat and Pahleja, there is a railway line and residential accommodation is available in Pahelja for the Railway employees. If this bridge is constructed near Mahatma Gandhi Setu, thousands of people will be displaced and the Railways will have to acquire fertile agricultural land both in Patna and Hazipur sides. If the bridge is constructed near Mahatma Gandhi Setu, about 3.5 crore people living in Saran Commissionery and in Deoria, Gorakhpur, Ghazipur, Ballia, Gonda, Basti and other district of Easter Uttar Pradesh will have to cover a distance of 40 kms. more to reach Patna. In order to save the money, time and energy of these 3.5 crore people, it is necessary to construct the bridge between Digha Ghat and Pahleja.

Secondly, I would like to point out that at the time of conversion of railway line into broad gauge line, Saradhul level

crossing at Chhapra Kachhchhari station between Chapra and Sonepur stations of N.E. Railway was closed down with the assurance that the same would again be opened after completion of the work on this line. Two third part of Saran Commissionery lines towards North and one-third towards South of that level crossing. There is no other route for the people living on both sides if they went to come to either side. I, therefore, request the Railway Minister to get this level crossing reopened and make arrangements for construction of a road overbridge there to provide relief to the people.

Thirdly, when conversion of railway line was in progress, the line between Maharajgunj and Daraunda was closed with the assurance that it would be reopend after completion of the work. Maharajganj is a very big mandi where transactions worth Rs. 10-12 lakhs taken place daily. Lakhs of people earn their livelihood there. The local people are facing a very difficult situation due to closure of this line. I request that this line may be reopened.

Fourthly, I would like to point out that the revenue earned at the Shitlapur station is the highest as compared to that earned at any of stations between Chapra Sonepur, but no public amenities have been provided there. There is no shed at the station. I request the Railway Minister to pay attention towards it with these words I conclude.

[*English*]

SHRI BIMAL KANTI GHOSH (Serampore) : Mr. Chairman, Sir, I rise to support the Railway Budget for 1985-86 and the Demands for Grants in respect of the Ministry of Railways.

I had many things to say but those points have already been thoroughly discussed by many hon. Members of this House. The hon. Minister of Railways while replying to the debate has clarified the reasons for different proposals. I thank the hon. Minister for reducing the surcharge which he had proposed earlier.

While going through the proposals for new railway lines, I am sorry to find that West Bengal is totally neglected. I would

like to say that the Railway Ministry must carry out and complete the projects already undertaken in West Bengal and also the projects for which commitments have already been made by the previous Government. Therefore, I am giving a list of projects which must be included in the Budget :

- (1) Construction of broad gauge lines in the area served by the former Martin's Light Railways, that is, Howrah-Sheakhala Section, Howrah-Amta Section and Howrah-Champadanga Section in the district of Howrah and Hooghly. In order to remove the hardships of the rural people in the district of Howrah and Hooghly, the foundation stone for this project was laid by our beloved late Prime Minister, Shrimati Indira Gandhi, more than 10 years ago. Only a small portion of this project is completed for which I am grateful to the previous Railway Minister. The people of this rural area are highly anxious to see that the assurances given by the late Prime Minister, Shrimati Indira Gandhi, are implemented without any further delay.
- (2) Doubling of Sheoraphuli-Tarakeswar Section, Eastern Railway and the extension of this line upto Bisnupur via Arambagh. This project is absolutely essential for the benefit of rural people.
- (3) Doubling and Electrification of Bandel-Katwa Section of Eastern Railway.
- (4) Namkhana-Budge Budge Railway.
- (5) Digha-Tamluk Railway.
- (6) Eklakhi-Balurghat Railway.
- (7) Development of Railways in North Bengal.
- (8) Development of Darjeeling-Himalayan Railway and its extension to different hill areas. This project is essential for the benefit of hill people. This is also necessary for the development of tourism because this Toy Train is a great attraction for the tourists.

All these projects should be included in the Budget and work order should be issued at the earliest.

The circular railway and the Metro Railway, in Calcutta should be completed as early as possible.

I would further like to state that the casual workers in the Railways should be gradually absorbed on regular basis.

[Translation]

SHRI DILEEP SINGH BHURIA (Jhabua) : Mr. Chairman, Sir, I support the Supplementary Demands for Grants (Railways) presented by the hon. Railway Minister. During the last 37 years after independence, we have been able to construct only 6547 kilometers of railway lines and if this will be the pace of development, we would not be able to provide railway lines in hilly areas and those districts which have so far not seen the railways. All the Members, who have spoken so far, have demanded construction of new railway lines. The condition of railway track, coaches and signals is very bad and Chaudhary Sahab is trying to improve the condition, but only time will tell how far he succeeds, because it is who being said that there is shortage of funds. Both these things cannot go together. You will have to differentiate between the villages and cities. I would like to know the extent of loss suffered on account of introduction of ring railway in Delhi. You talk of helping the urban people and the rich. Now you will not be able to impress the people living in the villages because they have also become vigilant today. I come from the countryside and support the cause of the rural people. You will have to inform this House as to that much amount has been spent on the Underground Railway in Calcutta and how much loss has it been incurring. You will also have to take a decision as to how you propose to help the people living in the villages. When a villager goes to cities he has to pay octroi duty. He is allowed to enter the city only when he has paid the octroi. When a person from in a city, goes to villages, he brings goods from there without paying any taxes and the villager remains poor. Shri Bansi Lal will have to take a decision as to how he wants to help and uplift the rural people. Here some

people might be united and they can raise their voice forcefully and can get the allotment of entire funds to themselves, but I would like to tell you that there are still people in the villages who have never seen a train. You will have to formulate plans for hilly areas, tribal areas and Harijan areas and you will have to ensure that railway facilities are provided to those people also, from whom you collect the money. The minerals, iron ore, wood and cement are obtained from villages, but there are still people in the villages, who walk 50 and 100 kms. on foot to their place of work. There are no roads there. I would request the hon. Minister to find some ways and means to help these people also.

Secondly, I would like submit that you will have to make the railway journey cheaper throughout the country. You will have to instal your own power plants. All the State Electricity Boards are running in loss. If you want to electrify the railways, you will have to set up your own power plants.

You are going in for computerisation. The computer is a western concept. The computers are installed in a society where the moral values have been shattered, but this is not the situation in our country. If a man can commit a mistake, how can computer be helpful. Moreover, you cannot instal computers at every place and it would require a very huge investment. Would you instal a computer at a door or at the residence of a Station Master or at the seat of an employee who sits in the back side or near the seat of the driver? I would like to know from the hon. Minister as to how much investment be require for this purpose? I would like submit that irregularities should be checked, track should be replaced, rail coaches should be argued in sufficient member and faulty signals should be set right. In addition, villages should be linked by railway lines. You should spend money on all these things.

One more thing I would like to mention. The railway guard sits on an iron rod throughout the year, whether it is winter or summer. There is no drinking water arrangement for him, no proper place to sit and no fresh air to breathe. Old steel

fittings in the guard's compartment have also not been changed. These necessities are required to be improved. It is not proper to just copy the Western countries blindly. The computers are installed when the moral values are lost. It is the man who has to operate the computer. You should not, there were, go in for computerisation. You should set right the minor things. One more thing also there. If you are computerising the Railways, the manpower would become surplus. I would like to know as to what would be the fate of the educated youth? How would you provide them jobs? What would be the impact of computers in the economy of the country? What would be the future of the youth coming out of universities? We should think of installing computers only after arrangement for the employment for the youth has been made. It is a western concept and I oppose computerisation.

I would like to say one thing about my constituency. I come from Western Madhya Pradesh. There is need of constructing overbridges on Sailana road level crossing and Jawra road level crossing in Ratlam. You should construct these overbridges. It is, of course, correct that when sufficient funds are not available and taxes are not levied, administration cannot be run properly. If you do not have sufficient funds, there cannot be any development. I would like to say that if you can provide more facilities to the people by collecting more money, you should mobilise even more funds, but improvement in Railway is absolutely necessary. Our overbridges are many year old. These bridges should be properly maintained.

Madhya Pradesh is a very backward State. As Mr. Chairman is ringing the bell, I will now speak about Bhand-Dahod Railway line. Survey for this line has already been done and provision should be made in the Budget for it.

I support this budget and request the hon. Minister to see that the funds are spent in a systematic manner. Our Railway network is the biggest in Asia and you should expand it even further.

With these words, I thank the hon. Minister and thank also the Chairman for going me an opportunity to speak.

SHRI RAM NAGINA MISHRA (Salempur) : Mr. Chairman, Sir, before I speak I would like to thank the Minister of Parliamentary Affairs that some consideration has been shown to us after three days of efforts and we have been given an opportunity to speak about our area.

Sir, I am mentioning only the main points. There is a demand pending for long to set up a coach factory in Bhatni, District Deoria. We have been demanding it every year. It is the policy of the Government that new factories should not be set up in big cities where big factories are already there. The district authorities of our district Deoria have acquired 750 acres of land in Bhatni and have handed it over to the concerned Government. There is already a broad gauge line in Bhatni, District Deoria and other facilities are also available there. Therefore, justice demands that a coach factory should be set up in Bhatni. In our State, there is no other suitable place than this. I would, therefore, request the hon. Minister that it is the demand of justice that a coach factory is set up immediately in Bhatni.

Secondly, a broad gauge line is being laid between Bhatni and Varanasi. The pace of work on this line is very slow. The construction work should be speeded up.

Earlier, the trains used to make four trips between Bhatni and Barhaj. Now they have been curtailed to two trips. I request that Bhatni-Barhaj train services should be restored to four trips. The facility already available to us should at least be restored.

Budget allocations have already been earmarked for construction of a broad gauge line between Bhatni and Varanasi. The progress of work is at very slow pace. I want that work on Bhatni—Banaras broad gauge line should be expedited and completed at the earliest.

I would also like to submit that even after completion of Bhatni-Banaras broad gauge line the train services on the narrow gauge line parallel to this line should continue. There is already a broad gauge line between Bhatni and Lar and the distance between Lar and Barhaj is only 15

kms. It is situated in the banks of river Sarju. There is a place Deverhava Baba there and people in large number visit this place. This place may be linked either with broad gauge line on parallel narrow gauge line should be allowed to remain in operation, because the situation there is already very bad. If this line is dismantled, the situation would become still worse.

I would also like to bring to the notice of the hon. Minister that State Government has already written to the Central Government about the necessity of an overbridge in Deoria. The people have to wait there for as much as two hours. Most of the Ministers have themselves seen the situation there. I would request that an overbridge may be constructed in Deoria. I would not take much time, I am just going to conclude. Sir, I have another submission to make, which has not been touched upon in the budget. The survey for laying a railway line between Deoria and Padrauna was completed three years back, survey report has also been submitted, but I am surprised to note that there is no mention of this line in the new budget. This Kushi Nagar is a world famous place where Lord Buddha attained 'Nirvana' (salvation) Keeping it in view, the then Minister of Railways had made provision for this line in the budget. I would request the hon. Minister that this line may now be laid.

Sir, there is another surprising thing in the budget. Late Prime Minister, Shrimati Indira Gandhi had laid the foundation stone of bridge on 'Gandak' at Chhitauni 8 years ago and lakhs of rupees were spent. Eight years have since passed, perhaps more, but it is surprising that work on that bridge has not started so far although the Prime Minister had laid its foundation stone and the Ministry of Railways too must have cleared it after due consideration. I would like to tell the hon. Minister that the people have started losing faith and it is natural too. In this regard, I would humbly request the hon. Minister that the work on the project, foundation stone of which was laid by the Prime Minister, should be completed as soon as possible. The work on Chhitauni bridge should be started soon. I will conclude in a minute.

I just missed one thing. I want to

congratulate the hon. Minister for showing sympathy to the sugarcane farmers. There is no increase on the freight for sugarcane. For this, I express my sincere thanks on behalf of sugarcane farmers.

In the end, I hope that the points raised by me would be replied to by the hon. Minister when he replies to the debate. If reply is not possible at the moment, he may send written reply, so that when I get back to my district, I could tell the people that I have advocated their case and it is now upto the hon. Minister to implement the scheme.

SHRI RAMASHRAY PRASAD SINGH (Jahanabad) : Mr. Chairman, Sir, a perusal of the debate on the Railway Budget presented by the hon. Minister, in which members from both the opposition and the ruling party participated, the inevitable conclusion is that we have not been able to arrive at a correct assessment. Some of the members have said that this is a very progressive budget and some of my friends have said that it is an anti-people budget. It could have been called a progressive budget, had it benefited the workers and the working class to a maximum extent. But, the working class, labourers, service class, factory workers, betal leave sellers, class IV employees and all people of similar categories have been hit by this budget.

When it is a deficit budget, then more funds are needed. When the demand a railway line or its extension, it needs money and it is not easy to raise money. Still, the Railways remain a major source of development of our country and backbone of our economy. This is our prime industry and its condition has deteriorated to the extent that the backbone of one economy is on the verge of a collapse. Our economy is tottering. It is necessary to improve it. Our hon. Minister of Railways had been a Chief Minister of a State at one time and at that time I was also a member of Bihar Assembly. At that time, it came to light that he was the youngest person to become a Chief Minister and he was considered an efficient administrator. It leads us to believe that he will bring improvement in the Railways also. I would like to say that no reason has been given as to why the Railways run in loss. We

have a vast network of railways measuring about 61,000 kilometres, still it incurs loss, why? The reason for loss, as far as I understand, is the connivance of officers and policemen with criminals which results in the theft of goods to the tune of crores of rupees. The railways have to suffer maximum loss on this account. The people involved in these activities have become millionaire. If you can check this soil, the losses can be avoided. The entire existing stock of engines run at slow speed. Similarly, the tracks are also old. There are countries in the world, like Japan, where fast trains run. Therefore, if we add modern equipment, it can bring about a lot of improvement. With the induction of quality engines, fuel, coal and chemicals can be saved and foreign exchange can also be earned. You have rung the bell, so the time is running out and I am the last speaker I belong to Badh Gaya area. That is a famous place. Lord Buddha of one country attained enlightenment there. The people who seek such enlightenment of ten visit that place. That is a place of international importance. There is no railway line there. In our area, we have Gaya-Patna line, but that is also quite old and only single line is there. The train is the only means of transportation. In the month of Bhadrapad, a fair by the name of 'Pitripaksh' is organised there. Lakhs of people from all over the country visit that place. You must see how that single train carries so much of passenger traffic. Both the late Ministers of Railways were from Bihar. Even they did not pay attention to it. I request that this line should be doubled. In our area, there is a narrow gauge line from Fatuha to Islampur. That is the only means of transport for carrying goods of the rural labourers and farmers. I request that this line from Fatuha to Bodh Gaya may be converted into broad gauge. It will benefit the people of that area. There is a railway line between Patna and Rajgir. If it is extended upto Bodh-Gaya, the southern area which has no means of transport, will be benefited. Bus fare from Patna to Bodh-Gaya is about Rs. 12 or 13 whereas the rail fare is only six rupees. Most of the poor people travel by train. You will have to pay attention to this area so that the poor and the labour community could get relief. With these words, I request you to give consideration to my suggestions.

[English]

PROF. N.G. RANGA (Guntur) : Mr. Chairman, Sir, I want to confine myself to a very few small things and in regard to these small things, the Railway Board and the Railway Administration have proved themselves to be a great failure. One can understand the financial difficulties and, therefore, their inability to extend their services by establishing new lines, renewing their stocks, railway lines and all the rest of it. But how one can excuse them for failing to provide even the smallest facility for the railway users? When my hon. friend Shri Ghani Khan Chaudhury was the Railway Minister, I brought it to his notice that Krishna Express train used to run between Hyderabad and Guntur; it was extended right upto Tirupati, but so far as Guntur is concerned, it was dropped as a stop. When I brought it to his notice, he said : "Yes, out of special consideration for you and your plea, I am allowing these things to be renewed again." But till now it has not been renewed.

SHRI BANSILAL : What is that train ?

PROF. N.G. RANGA : It is in South Central Railway, from Hyderabad to Guntur-Krishna Express. It has been dropped as Krishna Express, it is now Hyderabad to Tirupati Express but so far as Guntur is concerned, the stop is cancelled. All that I have asked is to have a special bogie from Hyderabad to Guntur and from Guntur to Hyderabad, to be tagged on at Vijayawada in one case and at Hyderabad in the other.

This little bit, which my hon. friend wanted to be done and he was confident that his order was going to be implemented by the Railway board, has so far not been implemented. And what is worse; I do not know how many times, but not less than three times, I have written to the Railway Minister or to the Chairman of the Railway Board, and no answer till now has been vouchsafed. If this is the condition of the senior-most Member in this House, what would be the plight of other Members and the ordinary public in the country ?

Secondly, there was a cyclone. This cyclone was taken advantage of by the

Railway staff people to deny us a facility which we were enjoying. A special bogie at Tirupati used to be attached to Thirumalli Express which was later on attached to Circar Express at Gudur, and from Gudur right down to Guntur that bogie used to run. That has been cancelled. Therefore, passengers starting from Tirupati have no chance at all of getting into the Circar Express and going to Guntur. The Circar Express alone touches Guntur from Tirupati. I wrote about it also. Last time I spoke about it also. Six weeks ago, my hon. friend the Minister thought that he was going to get it done immediately, but it has not been done. Not even a reply. Only three days ago, I gave him again these complaints in writing. Five days ago, I sent it in a letter, but nothing happens. This is the plight of Guntur.

This is only a sample. Somewhere, there is a kind of paralysis and palsy the railway administration has come to suffer from. Railway Management is such a big, huge unmanagement thing that neither a strong past Minister, nor a strong present Minister is capable of attending to these things. They think that these are all small things. For the Railway Board, the high 'nawabs', these are all small things. They leave everything to the General Manager and he, in turn, leaves it to the Divisional Superintendent or somebody else. Satisfaction is not being given to the people I have given you only one example. There are others also.

Then, they want to convert metre-gauge into broad-gauge from Guntur to Macherla. I do not know how many years it is going to take. If they are to do it, it would facilitate the development of Bibinagar to Nadikudi line, which is moving in a tortoise-like manner. So slowly, bit by bit, but by the time they reach upto Nadikudi, should there not be broadgauge from Guntur to Nadikudi, so that they can go from Bibinagar to Guntur and save easily 50 or 60 kms. journey between Madras and Hyderabad ? But they do not want to do it. There is no mind there to co-ordinate one with the other. One part of it, they are trying to convert meter gauge from Guntur to Macherla. At the same time, they are not thinking of developing Bibinagar-Nadikudi line. They should be

thought together and developed together, bit by bit, by all means, so that these two developments would synchronise at one and the same time and the whole of it would be turned into broad gauge.

There is also one small chord line between Guntur and Sundur near my village Nidubrolu. It is about 20 or 15 miles. It has been dismantled. It can be taken up. The whole line is there, land is there and everything else is there. It can be utilised even now. I do not know why it is not being taken up. It will not cost very much. Yes, it costs the laziness of the Railway administration. If only they would be active, if only they would be practical-minded and revenue-minded, they would certainly be able to attend to such small needs of the people.

Then I come to Katpadi to Tirupathi line. Only the other day my hon. friend from Tamil Nadu was referring to it. It is now meter gauge. It can be turned into broad gauge, so that the journey between Bangalore and Delhi can be reduced by about 60 KM, if not more. Why do they not take it up? They surveyed it. They do not find enough money. When will they find money? The World Bank wanted the Nizampatnam Fish Centre to be developed, so that Calcutta can be supplied with plenty of fish, cheaper, better and also quicker. A survey has been made between Nizampatnam and Nidibrolu railway station which is my own railway station and it is not going to cost very much. It is about 15 or 20 KM. But that is not going to be taken up. These are simple things, small things. Why do they neglect all these?

I would like to give a warning to various political parties in the country, for the wrong and anti-national manner in which they have reacted to the railway budget, which is more a political thing, than a railway question. They have turned it into political. Just because they do not like certain imposts proposed by the Railway Minister, is it proper, is it patriotic, is it nationalistic is it progressive for any Chief Minister anywhere (It does not matter where) to protest against it, not only protest against it, but also to offer to resist it with the help of the people, with the said of the public and start a campaign

called 'rail-roko'? Is it right? Is it not wrong? It is not unpatriotic?

(Interruptions)

The people have already given their verdict in favour of this budget by giving more than 400 members, who stand by this Government. Those people have to make up their mind as to whether they want to be in Government whether at State level or Central or they want to be in the Opposition. If they want to play the game of the Opposition, let them resign from the Government and come into the streets. We will face them. If, on the other hand, they want to play double roles, the time has come when the Central Government has got to take proper action, effective action and see that these people are kept where they should be kept, back again in opposition. They have no business in this country to turn State Governments against Central Government. Either you have co-operation between the Central and State Governments or you will not have any government at all in this country, except at the Centre. Beware of it. Thank you.

(Interruptions)

17.00 hrs.

SHRI M. ARUNACHALAM (Tenkasi) : I rise to support the Railway Budget for the years 1985-86 presented by the Railway Minister. I welcome the hon. Minister's assurance the 12½ percent increase in freight and fares would be reduced to 10 percent in deference to the wishes of the hon. members of the August House.

But I would like to request the hon. Minister to reconsider the freight regarding re-classification of wheat, rice, pulses and salt, which has been done in this budget. Pulses are to go from North only to Tamil Nadu where people are primarily vegetarian. The pulses are the staple food. We cannot import pulses as they are not grown anywhere else in the world. This reclassification will increase the price of pulses in Tamilnadu. The common people will be affected by this. When our hon. Prime Minister repeatedly stresses the importance of raising the status of women, the Railway Minister by increasing the price of pulses has brought difficulty to house-wives. I request the hon. Minister of Railways to a

least remove the increase on puleases.

Let me now turn to the specific demands of the people of Tamilnadu and my constituency. The allocation in this annual plan for development of railway projects in Tamilnadu is very meagre and even I can say that Tamilnadu is being neglected by the Raiiway Ministry.

Even though the hon. Minister has felt the difficulties about the suburban passengers of Madras also, the allotment of 2 crores for metro-project is sufficient. Similarly, the allotment of 3 crores for Karur-Dindugal-Tuticorn line is not adequate. I am to state here that when the survey was taken for this project in the year 1967 the estimated cost was only Rs. 17.85 crores. When in 1977 a review took place, the estimate went up to Rs. 42 crores and the Central Government accepted on policy level to implement the project. In 1982 August 30th the then Railway Minister announced that the project will be completed within five years and financial strain will not be considered. But I am sorry to state that allocation of fund is not adequate every year. The present estimate to complete the project will be Rs. 75 crores and the Ministry has spent only Rs. 16 crores so far. I request the hon. Minister to consider this case sympathetically and allocate more funds in this budget and complete the project within the stipulated period.

I request the Minister that additional train should be run between Madras and Quilon via Virudhunagar, Sankarankovil during day time and Madras-Tirunelveli. Since there is no train on this line during daytime which will alone help trading in these towns and restore the passanger train which was running during daytime in this line.

Courtallam, the poor man's Hill Station and summer resort, is located at a distance of 5 kms from Tenkasi Railway Station. Courtallam is a hilly place with scenic beauty and excellent water falls at the foot hills of Western Ghats Mountains Range. It is a potential tourist attraction. Tenkasi being the nearest Railway Station of this tourist spot Courtallam, the station at Tenkasi should be expanded to deal with more passengers with halting retiring rooms and other passenger amenities. It is to be

made fit to cater to the needs of increasing tourist traffic to Courtallam and the water falls scenic complex.

Mettur is a small station between Tenkasi and Tirunelveli. This is a centre of agricultural belt and a station meant for handling agricultural products to Kerala. It should be upgraded to handle the agricultural products traffic which is the main source of income of the people of this region : and there is a railway level crossing which was manned earlier. But now it has become an unmanned railway level crossing. I request the hon. Railway Minister to put a man over there.

Another essential item to be urgently considered is the construction of overbridge on the railway crossing in my constituency town Tenkasi in Madurai-Tenkasi road. The absence of an overbridge in this level crossing creates hardship to road traffic and hence it is to be urgently undertaken by the railways. Since this level crossing is the Gate Way to Tenkasi and Kerala the entire traffic into the town, and out of the town is totally blocked for hours when all Madras-Quilon bound trains pass through this level crossing.

Similarly another major town with growing population is Sankarankovil, an important temple town and pilgrim centre. But the station still continues with the facilities established in the year 1910. The Railway Ministry should immediately expand the station in this temple town and a place of pilgrimage to handle the traffic on a priority basis, and reserve at least four first class berths and ten second class berths in No. 106 Madras Mail and No. 138 Express.

Kadayanallur is another station in the line between Tenkasi to Madurai. It lacks basic amenities like bath rooms, waiting halls, drinking water taps and so on. Immediate steps are essential to provide basic amenities in this Railway Station.

There is a large public demand for AC Chair-Car coaches in the Vaigai and Pallavan Expresses which are running between Madurai and Madras during the day time.

In the metre gauge section Madras-Quilon Mail and Express trains, Nos. 105,

106, 137 and 138, are the longest distance trains and I request the hon. Minister to introduce AC sleeper coaches in these prestigious trains. I also demand an investigation of a broad gauge line between Virud nagar and Quilon in order to develop the backward areas.

Lastly, regarding the service conditions I am to state that the recommendations of the various committees about the recruitment of Scheduled Castes and Scheduled Tribes are not strictly implemented. For example, in Class I service the recruitment of SC/ST in 1983-84 is only 9.9 percent, and 2.4 percent respectively. Though sufficient number of Scheduled Casts candidates are available in the Engineering and Accounts Departments in Southern Railway, the promotions to Group-B services were de-reserved and promotions of 'other Caste' candidates took place.

Further, the management of the Southern Railway is victimising the SC/ST employees. The Railway Ministry should take suitable action to fulfil the backlog in the Railways, so far as these categories are concerned.

As the President of the SC/ST employees of the Southern Railway I request the hon. Minister to bestow his personal attention in to this matter and to take suitable action to implement the Constitutional provision regarding reservation policy of the Government of India.

SHRI MANIK REDDY (Medak) : Mr. Deputy-Speaker, the common man is badly affected to a great extent by the hike in the fares and freight proposed in the Railway Budget. The impact of the freight increase will be that the transportation costs of essential commodities like paddy, sugarcane, grains, pulses and salt will push up all round.

The Railway Minister had proposed an increase in passenger by 12.5 percent, a surcharge on all classes, A/C Sleeper surcharge is also increased by Rs. 5/- for all distance slabs, and an increase in monthly season tickets by Rs. 3 to Rs. 12, for Second Class. On the plea of uniformity of minimum fare in the entire country, he does not even spare the Calcutta Circular Railway Line and he raised it up to 50 percent.

Almost all the superfast trains reach

their destinations in one day. Keeping this in view, the Railway Minister increased the rate of sleeper from Rs. 8 to Rs. 10 and he proposes not to recover any sleeper surcharges for the second and subsequent nights. The Railway Minister could not anticipate the revenue for the current financial year. The net revenue was Rs. 378.95 crores as against the anticipated revenue of Rs. 338.50 crores.

On the one hand the Railway Minister blames the coal sector strikes for his Ministry's performances and on the other hand he praises the Railways for extra loading of 22.26 tonnes for the month of January 1985. The measures taken to curb malpractices on the Railways are ineffective. No new lines have been taken up.

Electrification of railway lines is a modern and latest technique. The Railway Minister says that the Railways have already completed number of surveys for new lines, but that they have not been able to take up those new lines. There is no point in having a survey when we cannot have the railway line.

I request the hon. Railway Minister to take up immediately the following lines Andhra Pradesh : Pattancheruvu Pevilapalli via Siddipet, Pattauberuvu to Nizaoebad, via Medak. Overbridges at Sanathnagar and Kama Reddy are also to be taken up urgently.

[Translation]

SHRI MOOL CHAND DAGA (Pali) : Mr. Chairman, Sir, when there is strong determination, the success is bound to be there. I feel that our hon. Minister is a man of strong determination. But the question is how the railways can be run with sincerity and honesty ? All the steam-loco-sheds should be phased out. You have yourself admitted that there are 141 un-economic trains, the operation of which results in loss worth Rs. 40 crores. You had taken a decision in 1973 that the additional trains would be provided only to those States who contribute 50 percent of cost. I would like to ask the hon. Minister whether he has ever paid a thought as to how much money is being spent on establishment, leave aside the cost of operation. Today, the number of officers

in the Railways have increased considerably. Earlier, there were only five officers in Jodhpur, today, the number has gone upto 37. Each one of them is a master in the art of shuttling papers from one table to the other. Have you ever thought how much money is spent on these officers ?

There are 76 thousand items in the Railways. If they are needed now, nobody knows when the purchases are going to be made. How much bungling is there ! The report of the Railway Convention Committee says that an item is no available for as long as five years.

[English]

In their eleventh report, the Railway Convention Committee said :

“That Committee has brought out cases of inordinate delay in processing indents and issuing tenders. There have been glaring instances where urgent requirements were not processed for procurement for as long as five years.”

[Translation]

If the trains start running on time, we can save much fuel. We can reduce the loss to the tune of crores of rupees...

(Interruptions)

[English]

MR. DEPUTY-SPEAKER : Please address the Chair.

SHRI MOOL CHAND DAGA : I did not want to tax you because you have been sitting in the chair since long.

[Translation]

For effecting improvement in the Railways you take any aspect—the extent of claims filed, the value of property damaged, number of accidents and the amount paid as compensation. I have observed that there has not been any let up in the compensation cases. You spend Rs. 70 crores on Railway Protection Force and G.R.P. but number of thefts is not coming down. The thieves are not apprehended and stolen property is not recovered. Have you ever considered as to how much money is spent on litigation in theft cases ?

Your Railways Act is 100 years old. I am sorry to say that when Pandit Kamlapati Tripathi was the Minister of Railways, he had stated that the Act would be amended but till date nothing has been done. This Act has been in force since British rule. I expect that Shri Bansilal will not tolerate it and next time he will come with a new Act. Innumerable statutory instructions and directions are issued and it looks as if the whole business is being done the basis of instructions. Do you know how many persons travel without tickets ? Every year Railways lose Rs. 12 to 13 crores on this account.

You may take any aspect. Increase in fares is alright, you may increase the fares. There is no money in Depreciation Fund. Your motive is not bad and you cannot be punished for the things which have already been done because you have just been inducted in the Ministry. But the already existing mismanagement must be set right even if you have to incur displeasure in some quarters. If you become strict and prove true to your old image, things can improve and I can say that not only the losses of the Railways, which is our biggest public undertaking, can be checked but the Railways can also earn profit.

With these words I conclude.

[English]

SHRI CHINTAMANI JENA (Balasore) : Mr. Deputy Speaker, Sir, I rise to support the Demands for Grants in respect of the Budget (Railways) for 1985-86 and also the Supplementary Demands for Grants for Railways for the year 1984-85 and oppose all the Cut Motions moved in this House. You might be knowing that our party Government's motto is to remove regional imbalances. Railways being the biggest public undertaking in the country, they should see to it that their regional imbalances are removed while implementing Railways' scheme and programmes, etc. But what we see is that those schemes and programmes are not implemented. In urban areas, where only about 20 percent of our population is living, Railways are investing more funds but not in rural areas where 80 percent of the population lives, I would therefore, submit that the Railway Ministry should see to it that while investing

funds in future, priority is given to rural areas and not to urban areas. Some of my esteemed colleagues from the other side and also some of my friends from the Treasury Benches have raised a hue and cry over the increase in railway fares and freights. I strongly repudiate their contention, because I know it for certain that the commuters, the passengers, will not hesitate to pay more provided we stick to the motto of security, safety and punctuality, to which the present Railway Minister has added the motto of cleanliness in trains as well as in the stations. If they are properly observed, then the travelling public will not hesitate to pay more. In addition to it, the trains should be available. What we find today is that the passengers are waiting hours together even 10 to 12 hours, but trains are not available. So, I would urge upon the Railway Minister to provide more trains in those areas where there is a felt need.

In this connection, I would like to submit that in the month of October, the General Manager of the South Eastern Railways, along with the Chief Minister of Orissa, decided to ply a train between Balasore and Bhubaneswar, the capital of Orissa, and the first train was to run from the first week of November. In the mean while, the Lok Sabha elections were announced by the Election Commission, followed by the Assembly elections. So, it was postponed. After that, even though several approaches were made by the State Government of Orissa and myself to the South Eastern Railway authorities, as well as to the Railway Board, they are not paying any attention to it, even though the South Eastern Railway had announced that they would run the train from the first of November. So, I would urge on the hon. Railway Minister that the past commitment of the South Eastern Railway to the State Government should be honoured.

I am thankful to our beloved Prime Minister and the Railway Minister that the Neelachal Express has been made daily from bi-weekly and it has been declared as a super-fast train. But, unfortunately, the speed of the train is only 40 km. per hour in average, which is unprecedented in the country. When you are charging higher fare from the passengers, the train should not move at a snail's pace.

One of the ways in which the railways can economize is by reducing the pilferage from the railways, which is assuming alarming proportions. For want of time, I cannot go into the details. I will quote only one instance. While goods are sent to Betnoti from Rupsea when the goods are transferred from the broad-gauge to narrow gauge near Rupsa Junction pilferage takes place on a large scale. This should be checked.

We have been asking for the last so many years for the conversion into broad-gauge the Rupsa-Bangripusi narrow-gauge line. I request that this demand may be conceded.

[*Translation*]

SHRI VIJAY KUMAR MISHRA (Darbhanga) : Mr. Deputy Speaker, Sir, first of all I would like to draw the attention of the Minister of Railways towards Bihar. In this Budget the hon. Minister has said nothing about Bihar. It has been the good fortune of Bihar that after independence of the country, four Ministers of Railways have been from Bihar but so far as development of railways is concerned Bihar has remained quite backward.

In North Bihar on Shri Kedar Pandey's instructions laying of Samastipur-Darbhanga Broad-Gauge line had been started but gradually the equipments and railway tracks were taken out of Bihar. If that railway line is provided, the journey to Delhi and Bombay will be very convenient for the people of North Bihar. That is a very backward area. This will help in its further development. For the people of that area, a railway train is just a dream. The children there play the game of trains and imagine what the train is. Many people have gone to Bihar but they have not seen the railway tracks there. The different railway works which have already been started in Bihar should be completed first. The principle of 'First-come-first served' should be adhered to. Work on Sikri-Hasanpur line should also be started at an early date.

I come from North Bihar. Nepal is adjoining to that. The Central Government is keen to have good relations with Nepal. I would submit that the Railways

can also be a means to have good relations with Nepal. If we connect Darbhanga with Nepal via Kosi Barrage with a railway line, this will not only help in maintaining good relations between Nepal and North Bihar but between Nepal and the whole country also. I hope the hon. Minister will pay attention towards this.

I would also urge that a direct train between Samastipur and Bombay should be started. The ailing persons of that area have to go to Bombay and in the absence of a direct train they have to face lot of difficulties. It is, therefore, requested that a direct train between Samastipur and Bombay should be provided.

A train called Ganga-Damodar train runs between Patna and Dhanbad. One A.C. coach should be attached to it. Many persons who go from Patna to Dhanbad will be facilitated by it.

It is also requested that a railway line should be laid on the bridge over Ganga. This will connect North Bihar with South Bihar.

All the trains going from Sonapur, Hazipur to Samastipur and Darbhanga have been cancelled. This has resulted in lot of difficulties to the people. Many people, including Members of Parliament, have written to you about this. If it is not possible to start all the trains again, at least two trains must be started again for the convenience of the people of that area.

The hon. Minister has reduced the proposed hike by $2\frac{1}{2}\%$ and has made it 10%. I want that hike in freight should also be reduced proportionately and should be brought down from 10% to 8% so that the difference is reduce to some extent.

I would also like to submit this also that the articles on which tax has been imposed by the Finance Minister, should be exempted from the increase in freight so that the people may conveniently transport such articles.

SHRI BHOLA RAUT (Bagaha) : Mr. Deputy Speaker, Sir, I am grateful to you for giving me time to speak. As the time is short, I will submit before you the main points only.

Through you, I would like to draw the attention of the hon. Minister of Railways, Shri Bansi Lal to some points. Firstly, I want to tell him that there was a railway bridge near Chhatoni which was constructed during British rule. This bridge was damaged due to floods. When late Shri L.N. Mishra was the Railways Minister, of cabinet rank, he had taken suitable measures to construct the new bridge. Foundation stone for this bridge was laid by the late Prime Minister Shrimati Indira Gandhi. It was Shri L.N. Mishra who had taken interest in starting this project. The testing and site selection was also made at that time. But today even after lapse of a period of 10 years the bridge is not ready. What is the reason? In spite of the promises made by Shri Tripathi and Shri Kedar Pandey, Chhatoni Bridge has not been constructed. During the last Railway Budget also, we had drawn attention of the Minister of Railways towards this but nothing has been done. In so far as the importance of this bridge is concerned, you will observe that if the bridge is constructed, the Eastern part of U.P. and Western Champaran, which is a backward area of Bihar, will be connected through this bridge and the possibility of development of backward regions of both the states will become greater. Therefore, once again I would request the hon. Railway Minister to look into this matter. When late Kedar Pandey was the Minister of Railways, all initial works, including inviting the tenders had been completed but the equipment which had been brought there was gradually removed. I do not know what was the reason therefore, but people told me that we should stop it even if we had to use force. I told them that I would discuss about it. I advised them not take law in their own hands. I would, therefore, ask my dear friend Shri Bansi Lal to get this bridge completed and thereby fulfil the dream of Shrimati Indira Gandhi. Only then we will feel that the true followers of Shrimati Indira Gandhi are still present here.

I want to draw your attention to another point also. A proposal for construction of a railway bridge in Patna has been under consideration for a long time and the Ministry of Railways had approved this project long ago, but the bridge has not

so far been constructed. Its site has also been selected and hydraulic survey has also been completed. Despite all these things, work pertaining to the construction of a railway bidge in Patna has not been started. If some trouble develops in Gandhi Setu Road Bridge, the people of North Bihar will face lot of difficulties in reaching Patna. This problem deserves your attention. I would like to say that the Railway officers, who are sitting here, should pay attention towards it. Immediate action should be taken to construct the railway bridge.

I would like to draw the attention of the Railway Minister to the petiable condition of the neglected class i.e. scheduled caste and cheduled tribe railway employees. About two lakh thirty thousand scheduled caste and scheduled tribe employees work in the Railways. In order to safeguard their interests, a cell has been created in the Railway Board's Office. The function of this cell was to place the grievances and demands of scheduled caste and scheduled tribe employees directly before the Minister of Railways or the Minister of State for Railways so that they may take action on them. This cell is functioning under the charge of Additional Director (Establishment) in Ministry of Railways. Now, this cell has no direct link with the Minister of Railways or the Minister of State for Railways. Now other officers of the Railway Department look after this cell and as a result it has become totally ineffective.

[English]

MR. DEPUTY SPEAKER : You can write these things to the Minister. Other hon. Members are also writing for their turn.

(Interruptions)

[Translation]

SHRI BHOLA RAUT : The sail cell should be made effective. Many cases remain pending. I would like to mention about reservation for scheduled castes. A senior Personnel Officer has been appointed in each Zonal Railway to look into the reservation matters. The Ministry of Railways has also issued a circular for nominating one A.P.O. in each Division. This has

not been done so far. Therefore, even rosters are not being checked properly and reservation orders are not followed. The cases of appointment of scheduled castes are also pending. The Ministry of Railways has issued instructions to formulate a crash programme to remove this backlog, but these are being ignored on the plea of a ban on recruitment. In the end, I request the Minister of Railways to pay special attention towards all these points and take immediate effective measures in this regard.

SHRI JANAK RAJ GUPTA (Jammu) : Mr. Deputy Speaker, Sir, the administrative capability of the Minister of Railways is well known. Punctuality of Jammu-bound trains has improved a little and trains are reaching there in time for which I congratulate him. I would like to mention only two or three things, as the time is short. You know that people of Jammu and Kashmir State are mainly dependent on tourism. Due to Punjab problem or some other problem, there has been considerable decline in tourist traffic to the State. I would like to say that the Hill concession Passes, which were in vogue in the past, should be revived to attract more tourists. Rupees one crore have been earmarked for Jammu-Udhampur railway line in this year's budget. This is a very meagre amount. I fear that with the present pace, this line is not going to be completed even in 10-15 years. I request that more funds may be allocated in order to complete this work early. Thousands of people visit Vaishno Devi. Jammu-Udhampur line may be extended upto Katra-Riyasi where a very big hydro-electric project is located. Railways and people will be benefited a lot there by. Before 1947, a survey for laying a railway line from Jammu to Srinagar had been conducted. A survey may be conducted again. Construction of a railway line from Jammu to Srinagar via Udhampur will help in achieving national integration and attracting tourists to Kashmir.

I would like to say one or two things more. It is seen that the land acquired by Railways long ago is still lying vacant and people have made unauthorised occupation thereof. I feel that instead of increasing railway fares, this land may be put to some use. If some commercial

complexes are built on this land or it is utilised in some other way, Railways can earn good revenue. Railways should pay attention towards it.

It is also seen that old and condemned wagons and coaches are lying at stations without any use. I suggest that the Railways should dispose of these condemned wagons and earn money there from : There may be certain other methods by which Railways can earn money. If these are adopted, I feel, people will get relief in fares.

The Railway Minister has worked hard in preparing this Railway Budget and to augment the revenue, but there may be great scope in freight. If freight on consumer items is reduced, it will be helpful to the people at large. Otherwise prices are likely to increase. Mr. Deputy Speaker, Sir, I would like to point out that the workers engaged on daily wage basis in the Railways have not been made permanent. Through you, Sir, I would like to suggest that they should be made permanent so that they can also feel that their services are secured.

***SHRI SRIHARI RAO (Rajamundry) :** Mr. Deputy Speaker, Sir, the Budget presented by the Railway Minister tastes as bitter as a cup of coffee without milk and sugar. The lack lustre performance of the Ministry very much reflects in this budget. Compared to the last year the Minister proposes to collect 153 crores on passenger traffic and another 342 crores through freight traffic thus totalling about 495 crores more this year. Practically nobody whether he is a business man, a farmer, an industrial worker a Government servant has been spared from the additional levy. No section of the society is happy with budget. The budget has disappointed all the people belonging to all sections of the society. I have no hesitation to say this. This budget which is burden some to every one, has no plans to improve the services of the Railways. Not even a single new line in Andhra Pradesh finds place in this budget.

For improvement in the performance of Railways, I would like to make an important suggestion. I request the hon.

Minister to kindly note it. The Minister should visit the Railway stations incognito and inspect the things personally. He should not inform about his visit to his staff also. The moment the Minister comes across any failure anywhere, he should take action on the spot to correct it and also punish the persons, who are responsible for the lapse. He should not spare anybody. The guilty should be punished at any cost. If this is done the facilities meant for passengers can improve considerably. The moment one gets down in any station he will immediately be surrounded by the beggars. Neither the stations nor the trains are cleaned properly. They emit foul smell always. You can very well imagine the catering facilities available on the trains. Even the animals hesitate to consume the food which is served to the passengers aboard the train. Nothing is functioning properly at the moment. That is the reason why I suggest that the hon. Minister should travel for at least 20 kilometres on a train that too in a passenger train incognito. He will come into contact with the passengers and the problems they confront. He can note personally the lapses and take action against the erring officials. But he must take spot decisions. That is very much necessary. Otherwise, I am afraid, politicians and other influential persons appear on the scene and influence the decision. If the suggestion is implemented, I have no doubt whatsoever to say that the entire railway system will improve overnight. Efficiency will be back on the track.

Speaking about my constituency, Sir, we have been pleading from time to time to revive the railway line between Kotepalli and Kakinada. The bund, track, bridges and other necessary buildings are already available. It is just 20 kilometers and does not involve much expenditure. It will cater to the needs of not less than 15 lakhs of the people residing in that area. This line was in operation during the days of British. Hence I earnestly request the hon. Minister to kindly revive the line between Kotepalli and Kakinada. It is also necessary in view of its proximity to the area where ONGC is carrying on drilling operations.

Sir, there is a railway crossing near

*The Speech was originally delivered in Telugu.

Nidadadavolu, which happens to be in my constituency. The gates are closed too frequently for a quite long time resulting in traffic blockade. It is also a connecting road to the ONGC drilling area. The traffic congestion is too much there. Hence I request the hon. Minister to provide a over bridge there which will serve the needs of approximately 4 to 5 lakh people. I want the hon. Minister to concede to this request of mine immediately.

I hope the hon. Minister will take note of points raised by me and the suggestions that I made to improve the conditions of Indian Railways. Thanking you for giving me this opportunity. I conclude.

[English]

SHRI GHULAM NABI AZAD : We should extend the time of the House by one hour so that we can finish these Demands for Grants.

MR. DEPUTY SPEAKER : Today we are extending the time of the House from 6.00 PM. to 7.00 PM. We are going to continue the discussions up to 7.00 PM. and pass this Appropriation Bill also today.

PROF. MEIJINLUNG KAMSON (Outer Manipur) : Sir, I rise to support the Railway budget. It contains many good measures for the improvement of the Indian Railways. For instance, there are some proposals for conversion of narrow gauge into broad gauge and change over to electronic system from this coal-driven, diesel-driven and petrol-driven system and there is also a proposal from the hon. Minister for giving concession to the youth between age groups of 13 to 33 years of age. It has been made free for children up to the age of 5 years. In spite of concessions, there have been many complaints from many hon. Members that new lines have not been extended to their areas and that no cold drinking water has been provided in the railway stations. Such complaints are there. However, in this connection, I would like to remind all the hon. Members of this august House and I would like to draw the attention of the hon. Minister to the fact that there are still some States where the railway network is not extended.

Speaking about the North-Eastern region, there is no railway line in Mizoram, Manipur, Nagaland, Arunachal Pradesh, Tripura and Meghalaya. There is no railway line in Jammu & Kashmir also.

So, this is quite an imbalance in the development of the railway network. I should like to draw the attention of the Railway Minister to this and would request that there should be a special scheme for extending the railway network to these areas in the nearest future.

Another point I would like to say is this. The Indian Railways have been in existence for the last 130 years and it has covered more than 60,000 kilometres. It is also the second largest undertaking in the world. We are proud of that. But in spite of this fact, it is very shameful to note that there are many States, seven or eight States, which are yet to be covered by the Indian Railways which are supposed to be one of the oldest establishments in the world. Therefore from this point of view also I would request the hon. Minister of Railways that this imbalance in the development of the Indian Railways should be done away with.

I would also like to point out—the hon. Minister may kindly make it apoint to note—this that wherever there is no railway in India, there is insurgency. I do not mean to say that, where there is no railway insurgency must come there. But as a matter of fact we have seen that, wherever there is no railway, there is insurgency; for instance, in Kashmir and in Nagaland you have this ocessionist movement from the very day of independence, you have got this movement since 1966 in Mizoram, you have this movement in Manipur since 1965; and you have this in Tripura where also there is no railway system. I think this absence of railway system must be one of the important factors which may lead to frustration, discontent and also to what is called, insurgency. Therefore, I would like to request the hon. Minister of Railways to have special schemes so that the railway network is extended to these areas also. It will serve not only the economic purpose but also the political purpose. I should say in this respect that the Indian Railways are carrying not the social burden only. In these areas, namely the north-eastern

area and western border like Kashmir, the Railways have to carry the political burden also. What I mean to say is that, for security and defence purposes also, these areas have to be connected by the railway system.

Then I would come to emotional integration. You have left all these States uncovered by the railway system. Mizoram has been secluded and so also Manipur, Nagaland, Arunachal Pradesh and Tripura, because of absence of railways. Railways are a principal mode of transportation. Who can afford to travel by air? Only one in a thousand can afford air-travel. And since there is no railway connection, people in these areas have no chance to go to the other parts of the country. These people are secluded, are left behind, for lack of communications and, therefore, they develop a sense of isolation. Because of this sense of isolation, emotional integration cannot be developed. Therefore, from this point of view also. I must make this appeal to this august House and I must urge upon the Government through the Chair, that special schemes or special allocation of funds must be made for the development of these areas.

I would like to remind you of one thing. There has been a plan for extension of railway from Silchar to Jiribam which is on the western fringe of Manipur State. It is only 50 kms. from Silchar to Jiribam. For the last one decade, they say that they have been constructing this, but so far we have not seen anything. Even Jiribam is far away from Imphal, about 220 kms. away. At present, the nearest rail-head from Manipur is 216 kms. on the north, that is Dimapur, which is in Nagaland. So the people of Manipur have to pass through another State from the nearest rail-head. I would like to suggest that the railway network should be extended to the capitals of all the States in the north-eastern region which are considered to be insurgent States. Unless and until you bring economic parity as well as development, it is very difficult to solve the political problems.

Though it is political, basically it is economic also to some extent. Therefore, where there is no railway network, you cannot expect economic development. This disproportionate and imbalanced development

leads to what is called discontent and frustration and in such a situation people are tempted to resort to violent means. Therefore, I want to say that a railway connection to this area has not only an economic purpose, but it has a social purpose also and it has also political implications which the country is facing to-day. Therefore from this point of view, I would like to draw the attention of the hon. Minister that this area should be given more attention in respect of development of the railway system.

With these words, I support the Demands for Grants.

SHRIMATI BASAVARAJEWARI (Bellary) : While supporting the Demands for Grants for Railways or 1984-85 as introduced by our Minister of Railways, I would like to make a few suggestions. Many Members have spoken and I do not want to repeat the points which have already been made by hon. Members.

I am glad to inform this august House that many works have been undertaken in Karnataka in the previous years out of which the most important one is the Wheel and Axle Plant which is going on at a high speed. This year the power position in Karnataka will be very critical because the State authorities have stated that they are going to increase the power cut for HT consumers to the extent of 85%. Our State Minister has insisted on the Government of India to make available power from the Ramagundam power station or from Kalpakkam atomic power station. He says that power should be made available from either of these plants wherein Karnataka is entitled to as here. From each station Karnataka is entitled to have 100 to 120 Megawatts of power. But because the transmission lines are not drawn, the power cannot be made available. At the moment in Karnataka for high tension consumers the power cut is 65% which may even become worse during this summer season and it may go upto 85%. In that situation I am afraid that the Wheel and Axle plant may stop for want of power. Therefore, this may be noted and remedial steps taken.

Another important work which they have undertaken in the previous year is the construction of a new line from Roydurg to

Chitradurga in the Karnataka State. Last year about Rs. 2 crores was provided and a lot of work has been already undertaken from Chitradurga. This year I am surprised to see that only Rs. 10 lakhs have been provided. In that case, I am afraid, whatever infrastructure has been constructed may disappear after some time. Therefore, sufficient amount should be provided for this work which they have taken up in the previous year.

I would like to draw the attention of the august House that Karnataka is having a very small amount of Broad Gauge line. It has only 315 km of BG line and BG and MG put together it has 4106 km. As such the hon. Mr. Ghani Khan Choudhary, the previous Railway Minister has written a letter to the Karnataka Government saying that compared to other Southern States, it is very much low and that, therefore, he was interested in taking up survey for 2100 km of railway lines in Karnataka and after the technical scrutiny and approval by the technical Board, these may be included in the next Plan. He has written a categorical letter to the Chief Minister of Karnataka. Therefore, I would suggest that wherever they survey has been completed and technical scrutiny is over, those lines may be included in the near future.

18.00 hrs.

One more suggestion I want to make is that there is a broad-gauge train running from my constituency, Bellary to Bangalore direct. But this train runs during the day time. It is not convenient for the passengers boarding the train at Bellary. We have already brought to the notice of the authorities the difficulties faced by the passengers. Even the people living in that area have written for changing the timing of this train, that is, instead of running this train during the day time, this should be run during the night hours, which will be more convenient for all the people including the working class. Sir, there was one more work which was taken in hand for speedy completion during last year, that is, conversion of meter gauge line into broad gauge from Bangalore to Gutakal. This has helped people from Bangalore to have direct train running right from Bangalore to Hyderabad, Bangalore to Bombay and Bangalore to Delhi. This kind gesture has

to be appreciated very much by all sections of people in Karnataka.

Sir, in the train running between Raichur-Hyderabad-Bangalore, there is only one 2-tier sleeper coach. This is hardly sufficient for the large number of people wanting to travel in sleeper coach. The people of the areas are put to inconvenience because of non-availability of sleeper coaches in the train. I would therefore request the Government to add one more coach at least, in this train, I may point out here that Raichur, being a commercial place and one of the cotton growing areas, is faced with a huge rush of people wanting to travel to other important cities. I would request the hon. Minister kindly to consider introducing one more coach, either a two-tier or a three-tier coach, in this train. For Raichur-Chitradurga construction work which was undertaken last year, sufficient amount was provided, that is, Rs. 2 crores were provided. After completion of this work, the train that would run on this line would go into the most interior parts of Karnataka. For such an important work, this year only a token amount of Rs. 10 lakhs has been provided. It is a very meagre amount.

Sir, between Bangalore and Mysore, for conversion of metre gauge line into broad gauge, very little amount has been provided in this year's budget. Moreover, no amount has been provided for the construction of bridges in these lines. Therefore, I would plead with the hon. Railway Minister to provide sufficient amount for all these ongoing works and see that these works are continued with full swing and completed as per the schedule. I may also inform the hon. Minister that survey for conversion from M.G. to B.G. has already been completed in Hubli-Hospet area where we are expecting the Vijayanagar Plant to come up. Therefore I would request the Hon. Minister to take up work immediately. With these words I support the demands.

SHRI A. G. SUBBURAMAN (Madurai) : Mr. Deputy-Speaker, Sir, while replying to the debate on the Demands for Grants for Railways we were anxious to hear from the hon. Railway Minister, Shri Bansilal, that he would mention about the provision of additional fund for Karur-Dindigul-Madurai-Tuticorin B.G. line construction.

But he has not mentioned anything on this project. He has replied to the various points raised by other Members of the States excepting those points raised by the Members belonging to Tamilnadu. Sir, in the last year's Railway Budget, the then Railway Minister, Shri Ghani Khan Chaudhury, at first allocated Rs. 4 crores, but subsequently he raised the allocation to Rs. 10 crores. Sir, even now it is not too late. The hon. Minister in his final reply may kindly consider allocating more funds for this work.

Sir, in the Vigai and Pallavan day trains we have been pleading for inclusion of a A.C. Chair-car. But every time we get a reply from the Railway Ministry that there is no provision for AC Chair car in the metre-gauge trains. In this connection, I may point out that in the metre-gauge trains running in this area, AC two-tier coach is provided whereas inclusion of AC Chair-car in the same trains has not been considered. I do not know why the authorities turn a deaf ear to this request. Again at Madurai, the construction of three railway bridges has been pending for the last twenty years. At least this year they must construct the railway bridge near Villupuram, because that leads to Madurai airport. There is a lot of traffic congestion.

With these words, I conclude.

MR. DEPUTY-SPEAKER : I am going to allow the Members to speak upto 6.30, I would request the Members to cooperate.

SHRI K.D. SULTANPURI (Simla) : Mr. Deputy Speaker, Sir, I support the Railway Budget presented by the hon. Railway Minister. I would like to place a few points before you.

Himachal Pradesh is famous for producing apples and potatoes. The concession given in freight on sugarcane should also be extended to apple and potato in order to improve the economic condition of the farmers of Himachal Pradesh. Not even one foot of railway line has been extended in Simla after independence. Our Chief Minister has promised to provide a sum of Rs. 10 lakhs for Brahmampur-Rampur Bushahr railway line, but no action has been taken in the matter so far. Similarly, a survey was already been conducted regarding

Jagadhari-Paqtasahib railway link, where cement factories and an industrial estate have been set-up, but no action has been taken in this matter also. I request that the Minister of Railways should also be inducted as a Member of the Planning Commission so that he may be able to seek more and more funds to implement the schemes meant for country's development. Similarly, Kalka-Parwanoo railway line was proposed to be constructed. The Railway Minister had made a mention about it in the last session but this work has not so far started. I hope the Railway Minister will keep all these things in view.

When there was British rule in India, there was a railway line between Sarhand and Nalagarh in 1926. But that track was dismantled as the people of the hilly region were agitating against the British rule and were forming Praja Mandal and raising their voice against the Britishers. When I wrote the former Railway Minister, Shri Kamla Pati Tripathi about it, he said in his reply that the track was dismantled as there was no need of stones then. The stone was required for laying railway lines and that is why this line was laid there. Now I request the hon. Railway Minister that he should pay his attention towards this. There are industries now, which may supply goods to the markets of Himachal Pradesh. I would request the hon. Railway Minister to restore the Railway line. I would also request the Railway Minister to extend the railway line from Ropar to Nalagarh so that people of Himachal Pradesh could be benefited.

In addition to this, I would also submit that suitable steps should be taken to complete the work on on-going projects for construction of railway lines, about which the Railway Minister had referred to in his speech.

I would also like to add that concession given to the sugar-cane growers, should also be extended to other farmers like vegetable growers, banana growers and apple growers. The farmers have to pay a very huge amount as freight, as they have to transport their goods from far flung areas through trucks and other means of transport. I request that this concession should specifically be extended to the people of hilly areas.

There is large scale encroachment on the surplus railway land. When one goes from Kalka to Dharmpur, one would find that persons belonging to opposition parties have constructed 5 to 6 shops each and they have managed to obtain a 90 year lease thereon. This matter should be investigated and the responsibility should be fixed on the officers who are covering loss to the Railways. I would like to suggest that such surplus land should be distributed among the poor.

The sleepers are brought from Himachal Pradesh and other States. It has been found that officers in collusion with contractors approve the worn out and rotten sleepers for laying railway lines. In this way a large scale bungling is going on. You should enquire into this matter. The Railway Minister's record in the matter of administration has been excellent. I hope that he will provide clean administration in the Railway Department also and strive to take the country forward.

With these words, I support this Budget.

[English]

SHRI H.A. DORA (Srikakulam) : Hon. Deputy Speaker, Sir at the very outset I may be permitted to say that this is my first speech on the floor of the House, which is termed as 'maiden speech'.

At the very outset, I may be permitted to submit that the railway budget or the supplementary budget failed to reflect the hopes of the common man in India. In other words, the interests and expectations of the common man are exposed to manifest peril, if I may say so.

I may be permitted to bring to the notice of the hon. Minister that Srikakulam district is a backward district. I hail from Srikakulam Parliamentary Constituency. My reverend *guru* Shri Rangaji was also elected from the same constituency in the year 1967 as a Member of Parliament, and Rangaji knows what Srikakulam district is. There are innumerable villages in the district and it has a population of more than twenty lakhs. The railway track that is there today, has been there from its inception without any improvement. There is no improvement in the stations of the district. My reverent *guru* Rangaji is aware

that the people of Srikakulam are very backward and the district is situated in the extreme northern part of the State of Andhra Pradesh. Most of the villages are not provided even with earthen roads. There was a revolution, which could not be termed as a green or a white revolution in the year 1969 in the said district. It was a bloody revolution. The existence of the district was not only known to the country in that year, but it was also known to the entire world.

The people of Srikakulam District having been fed up with the attitude of the rulers and having been agitated for a long time to satisfy their basic needs, they thought that there was no other option except to bring about a revolution in that particular District through barrels of guns. This was known to the entire country in the year 1969; and the country is aware that para-military forces were deployed in the year 1969 to suppress that particular revolution. The money spent for the para-military forces is much more than what it requires and it is up more than adequate for the development of this particular District during that period (1969-1972).

Why I am submitting this point is that with this background I would like to bring to the notice of the hon. Minister that this District is a backward District and had been very badly neglected by the emperors who ruled it, by the kings who ruled it. Even after independence also, the governments in succession have not taken care of this particular district. Therefore, I would like to suggest to the hon. Minister the following steps that may be taken in the light of the history I narrated before this August Body.

There is a narrow gauge railway line from Naupada to Gunupur, which is situated on the South-Eastern Railway *via* Parlakhemundi. That line was originally held by erstwhile zamindars of Parlakhemundi which was subsequently purchased by Bengal-Nagpur Railway Company. Thereafter, it was vested with the Union Government of India. After independence, in and around Parlakhemundi Girijans dwelt in innumerable numbers. Gunupur was also surrounded by villages predominantly inhabited by Girijans. It connects two States—Andhra Pradesh as well as Orissa. They

agitated for this particular line to be converted either into a broad-gauge line or at least a metre-gauge line. Any amount of agitation had been made by but them, hitherto no action has been taken by the Central Government in this particular line.

SHRI SOMNATH RATH (Aska) : I also support what the Hon. Member has said about the Parlakhemundi Railway line.

SHRI H.A. DORA : Therefore, I request the hon. Minister to consider this in the light of not only the integration of this country but also in the interest of justice, this particular aspect may be taken into consideration. And that apart, Srikakulam is a town, is the headquarter of Srikakulam District; it is situated 10 km away from Srikakulam road, which is the railway station. There is also an agitation to extend the railway line upto Srikakulam Town, but no action has been taken so far. I would request the hon. Minister to extend the line from Srikakulam road to Srikakulam town which has not hitherto been connected with the railway line. Thank you.

[Translation]

SHRI GIRDHARI LAL VYAS (Bhilwara) : Mr. Deputy Speaker, Sir, I rise to support the Railway Budget. As there is shortage of time, I would put before you just a few points only.

The Railway Minister has not made my provision for the creation of new Zones.

Our State, Rajasthan is the most backward State. Madhya Pradesh and Gujarat are also backward States. In all these three backward States, there are metre gauge lines. There has not been any expansion of this metre gauge system. You have not provided any new metre gauge railway line. A survey for one broad gauge line and two metre gauge lines was undertaken. How could these surveys be implemented when you have not given your clearance to it. We have high hopes from the Railway Minister. Just as he had developed Haryana, he should develop Railways also. I would request that out of these survey, survey for a broad gauge line from Kota to Deogarh may please be

approved and this Railway line may be constructed. If it is not possible to give clearance to all the three surveys i.e., from Kota to Deogarh, Toda Rai Singh to Nathdwara and Lambia to Beawar, clearance may at least be given to Kota-Deogarh broad gauge line. If provision cannot be made in this year's budget, it must be made in the next year's budget so that people could feel that we have done something for them. If our demand goes unheeded, who will note for us. If you want us to be elected, clearance may be given to a broad gauge line from Kota to Deogarh. It will provide a link to Ahmedabad via Udaipur and thus, entire area would be covered.

Many minerals like mica, zinc, rock-phosphate, marble, sandstone, asbestos and chalk are available there. There is an urgent need for laying this railway track. It is my humble submission to you that our request may be granted.

The oldest loco-shed is at Ajmer. Railway-coaches and wagons are repaired there. A lot of repair work is done there. We have been demanding for long that a factory for building coaches for meter gauge line may be set up there. As a broad gauge coach factory is not being set up there, at least a metre gauge coach factory may be set up there. There are loco-sheds at Jaipur, Ajmer, Bikaner and Jhodhpur. If a coach factory is set up at any of these places, there may be a lot of development there.

Gulampur station is a flag station—and a station has been given to convert it into a full fledged station, but work has not been initiated in this direction. It is an industrial area. Three or four mills have been set up there. A textile mill has also been set up there. It should be converted into a full fledged station at the earliest.

Similarly, sanction has been accorded to convert Bhilwara station into a first class station and some money has also been spent for this purpose. But complete facilities have not been made available there. Bhilwara is the biggest district and it is district headquarter also. Its population is not less than 1,50,000 and it is an industrial area also. Amenities of a first

class station should be provided at that station immediately.

Bhojras and Rupahali stations are very close. The passengers board the trains from Bhojras station and not from Rupahali station. Even if this station is abolished, it will not make my difference. Bhojras is a flag station. It should also be converted into a full fledged station. You have appointed a contractor there for the sale of the tickets. He charges 50 paise extra on each ticket. Arrangements should be made to check this irregularity. After converting Bhojras into a full fledged station, 581 Up and 582 Down trains should be provided a stoppage there, as many big businessmen go to far away places from this station. The people going to far away places for business and trade experience great difficulty. 581 Up and 582 Down trains should, therefore, be provided a stoppage there. Secondly, Raila has been converted into a full fledged station and all the facilities have been provided including the railway line and station building, but 71 Up and 72 Down trains do not stop there which causes great inconvenience to the people of the area. I will therefore, request that 71 Up and 72 Down trains should be provided a stoppage there, which will provide much relief to the people. Regarding Meenakshi Express, my friend Balkavi had said that it should be operated for five days in a week. Meenakshi Express is the only express train in our area and it should be operated on all the days of the week. If it is not run daily, the need of our people would not be met. It is, therefore, my request that Meenakshi Express should be operated daily so that people can get the maximum benefit. You have been kind enough to reduce the fare hike from 12.5 percent to 10 percent, but my demand is different. It will not make any difference if fares of First class and A.C. class are raised by 25 percent instead of 12.5 percent, but the hike for second class in Mail, Express and ordinary trains should be further reduced. It should be reduced from 10 percent to 5 or 6 percent which will benefit the common people and the demand of the people will also be met. If a reduction is made, the people who are saying that it would create inflation and difficulties, will also be satisfied that it would not lead to price rise. If the Government feels the

difficulties of the people, a reduction should definitely be made. Similarly, the increase in fares for travel upto 50, 100 and 150 kms should also be reduced. There should not be any increase at all. The freight hike and surcharge of 10 percent in essential items and the items used by the poor, specially on food articles needs to be reduced. The massive mandate, which we have received, has raised the expectations of the people very much and if this will be our attitude, the people will definitely doubt our intentions and it would affect our efforts to raise the standard of living of our people. Keeping in view all these things and with a view to helping the poor and to control the inflation, it is necessary to reduce the hike in fares and freights. I think that some specific steps would be taken in this direction. I hope the hon. Railway Minister will certainly consider the points raised by me and at least railway line from Kota to Deogarh will definitely be sanctioned.

In the end, I would like to mention one more point that previously a first class-coach coming from Khandwa was attached at Chittor, which may be restored so that people of Bhilwara and Chittor could get the facility of reservation. With these words, I support this budget.

SHRI RAMDEO RAI (Samastipur) :
Sir, you have been kind enough to give me two minutes, time to speak. I would like to draw your attention only to the urgent problems with regard to my own constituency, Earlier, there was a D.S. office in my constituency—Samastipur, which was shifted from there all of a sudden. There is a strong resentment in the people of that area on this score. Therefore, I would request the hon. Minister of Railways that D.S. office in Samastipur may be reopened for which a spacious building already exists there.

My second point is that Sathajagat, Samastipur, Pusa, Muzaffarpur and Sarai Railway lines should be brought under Samastipur Division in order to have efficient management. It is a sad commentary that even the Western signal cabin of Samastipur is not under the Samastipur Railway Division.

Most important point is that there

were 3800 workers working in Samastipur Railway Factory in 1981. But, at present, only 500 workers are working there. Some of the employees have been transferred elsewhere which, you can understand, is a gross injustice to them. I would request that justice may be done to them and all the workers may be provided with jobs. You know there have been as many as five Railway Ministers from Bihar and late Satyanarayan Babu and Lalit Narayan Babu were two of them. For the development of North Bihar, it is necessary that store depot at Samastipur should be expanded to facilitate repairs of broad gauge and narrow gauge railway lines, bogies and engines. I would like to draw the attention of the hon. Minister to accord approval to Indira Railway College which is pending for a long time. The Central Government should accord recognition to it so that the railway employees could benefit. Besides, concessional hostels should be constructed for the dependents of the railway employees. Diesel Engine Factory and a Railway Shed, which have been approved by the Railway Board, should be constructed in Samastipur. A provision has been made for concession of 50 percent to the students after 1000 kilometres in the Railway Budget. I request that the distance limit may be reduced to 500 kilometres. Special concession may be given in respect of students belonging to weaker sections of society. There is no question of incurring loss if the work is done with sincerity and devotion. If you pay attention to the convenience of the people, they would certainly accept the burden of this loss gladly. The hike in freight affects the common man. In such a situation we shall have to look into their difficulties. The hon. Minister of Railways has been an efficient administrator. I would request him to show some miracle so that the aspiration of the people of the country are fulfilled. With these words, I conclude.

[English]

MR. DEPUTY SPEAKER : I have received intimation from Members Shri Suresh Kurup, Shri A.K. Saha, Shri Saiffudin Choudhury and Shri Vijay Kumar Yadav, of their intention to speak on the Appropriation (Railways) Bill. In this connection, I would remind the Members that such intimations should have been

sent by 10 A.M. so that the Minister for Railways could find out the position in respect of the points to be raised by the Members. Anyhow, in this special case I am asking them to speak now for two minutes each. They can put the points and the Minister can answer those points. Now Shri Suresh Kurup.

SHRI SURESH KURUP (Kottayam) : Mr. Deputy Speaker, Sir, I shall confine myself to the points. Taking the national average into consideration, I would like to point out that only one-third of the national average of the total route is there in Kerala. Even if all the proposals put forward by the Kerala Government and other proposals before the Central Government are taken up and completed, our rail route length would not be up to the national average. For the much-talked about Ernakulam-Kayangulam line, a very little sum, has been provided in the Budget. There is a line from Kerala passing through different States. You know that Himsagar Express is supposed to be running on the largest route in India, that is, from Kanyakumari to Kashmir. There is not even a pantry car provided in the Himsagar Express. I humbly request that sufficient catering facilities should be provided immediately in the Himsagar Express, which is the longest distance train in India.

In the Bombay Jayanti from Trivandrum to Bombay, there are no catering facilities and the bogies are old. In fact, all the old bogies are given to Kerala for all the trains, including the prestigious trains like the Himsagar Express.

There is a train plying from Ernakulam to Trivandrum, known as the Executive Express. Up to the Lok Sabha elections, it used to stop at Changanasseri, Thiruvella, Mavelikkara and Kayamkulam. Immediately after the elections, all these stops were withdrawn. I request that all these stops may be re-introduced.

SHRI AJIT KUMAR SAHA (Vishnupur) : I have already submitted my suggestions to the hon. Minister. So, I do not want to speak now.

SHRI SAIFUDDIN CHOWDHURY (Katwa) : Sir, I want to draw the attention of the Minister to certain demands

of West Bengal, which have been raised by the Government of West Bengal also. These are the minimum demands, about which the people of West Bengal were told that the Central Government will take up and complete these projects. These are : Digh-Tamluk broad-gauge line, Buj Buj-Namkhana broad-gauge line, construction of the Raniganj-Mejia line and electrification of Bandel-Katua line. These are the four immediate demands, about which promises were given earlier. So, I would request the Minister to take up these projects in right earnest.

Secondly, 500 doctors are working in the Railways on an *ad hoc* basis. I know you have your difficulties in making regular appointments through the UPSC. But this *ad hocism* should not continue. So, I would request the railways to make them permanent until they are able get to doctors through the UPSC.

Thirdly, by the application of section 14(2) of the Railway Act, any employee of the railways can be sacked without a charge-sheet. This is the most primitive section. I would appeal to the Minister to repeal this provision of the Act and give natural justice to the railway employees.

[Translation]

SHRI VIJAY KUMAR YADAV (Nalanda) : Mr. Deputy Speaker, Sir, I would like to raise two or three important points on Railway Budget. First of all, I would like to say a few words about railway electrification. The railways should frame its policies in such a manner that they must appear to be framed with a view to actually serving the people. Mr. Deputy Speaker, Sir, the Howrah-Delhi railway line has been electrified between Howrah and Asansol but the section between Asansol and Mugalsarai is yet to be electrified. The further section between Mugalsarai and Delhi is also electrified. As a result, the engine is required to be changed at two places which affects the speed of the trains leading to delay of about two hours. Although a decision is this regard was taken by the Government many years ago. Yet no action has so far been taken in this direction. Therefore, my first request is that the section between

Asansol and Mugalsarai of Delhi-Howrah Railway line should be electrified.

Another point, which I went to raise about laying of new railway lines is that it should not be based on political consideration or on the consideration of nursing of one's own constituency.

In our Bihar State, Rajgir is a very famous place. There has been a long standing demand for a railway line between Rajgir and Bodh Gaya and another between Islampur and Bodh Gaya. Yet another railway line between Bihar and Varsaliganj needs to be laid. I think, this is a very important place and the hon. Minister of Railways should pay attention to it. Survey of this line was conducted many years back, but it was told that it would not be a viable unit. I do not know, how this conclusion was arrived at. If a line between Rajgir and Bodh-Gaya is laid, it will be viable.

There are complaints from all quarters about the catering services in the trains. The contract system, which we have in the railways, should be completely abolished, and the railways should take it over at the places where it exists at present in order to improve it and make it accountable.

In our area, Bakhtiarpur and Rajgir are very important religious places. Pawapuri of jains and Rajgrih of Budhists are situated there. I demand that stoppages may be provided for Tinsukhia Mail and Deluxe trains at these places.

At the sametime, the former Members of Parliament who have lost, should be provided free railway pass. I had also asked a question on this issue, but no specific assurance has been given in reply thereto. I hope, the Minister of Railways will pay attention towards it.

[English]

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : Mr. Deputy Speaker, Sir, not many new points have arisen since I replied to the Debate on Railway Budget in the afternoon. Of course, some small new points have been raised.

Shrimati Usha Prakash Chaudhari referred to the crimes in Railways. The

position is that the law and order is a subject of the State and whatever we can do is to seek the help of the State Governments in this connection; and whatever help they render to us, we are availing that to see that such incidents are obviated.

SHRI VIJAY KUMAR YADAV : RPF themselves are committing crimes.

SHRI BANSI LAL : Another point was raised by Shrimati Vdyawati Chaturvedi. She wanted that the concession given to youth should be applicable to a group even of five persons. I accept her suggestion but it will be applicable to a group of six and more.

SHRIMATI VIDYAWATI CHATURVEDI (Khajuraho) : I had raised another point regarding Lalitpur to Banda—Khairada Junction.

SHRI BANSI LAL : I will examine that.

She has already pointed out that the hon. Members want that the faif and freight should be reduced, but at the same time they say that some new railway lines should be started, or they ask for conversion from metre gauge to broad gauge or something else. That can be done only when money is available; and money can be made available only by increasing the fare and freight charges.

A new point arose regarding the absorption of casual workers. We are absorbing the casual workers in a systematic manner.

SHRI NARAYAN CHOUBEY : There are cases where many persons have died before they are regularised.

SHRI BANSI LAL : CPM people want to make political use of everything, but I can assure you that they will never be able to exploit these things.

SHRI NARAYAN CHOUBEY : Is it political, Sir ?

SHRI BANSI LAL : They are always out to exploit the political situation.

SHRI NARAYAN CHOBBEY : Many

persons have died as casual labourers before they were regularised. Let him say no.

SHRI BANSI LAL : Shri Mool Chand Daga talked about the RPF and the Railway Police. He pointed out that thieves are not caught and the culprits are not brought to books. Even the goods stolen from the railways are not recovered. To some extent we are trying our level best and some of the goods are recovered, and some people are killed in exchange of fire sometimes while the Railway Protection Force people have to fire in their self-defence and some properties are recovered from them, and some properties are recovered from thieves even outside the railway boundary as well.

Shri Daga pointed out that by maintaining punctuality of the trains fuel can also be saved. I agree with him and we are trying our level best to bring punctuality in the running of trains.

About Bihar many demands have come, but none of them is new. Shri Vijay Kumar Mishra from the Opposition Benches has pointed out that Bihar had privilege of having four Railway Ministers. I think after having four Railway Ministers, Bihar people should have no complaint.

Shri Sultanpuri pointed out about encroachment on the railway land. I will get that particular case examined and Shri Suresh Kurup said about the percentage of rail route in Kerala. Kerala is well placed in the percentage. The percentage is 23.56. It is very well placed, although not like West Bengal which has 41.98 percent.

SHRI NARAYAN CHOUBEY : What about Punjab !

SHRI BANSI LAL : Punjab has 42.47 percent. You are the second best and still are kind ?

Then, Shri Kurup also mentioned about the dining car in Himsagar Express. I will get it examined.

About the catering system, I agree that there are lots of complaints. About the catering system we have not been able to improve much of it. Sir, I will try my best to see that the catering system is improved. Whatever possible ways can be adopted, we will do that, but we will improve the catering system.

[Translation]

SHRI NARAYAN CHOUBEY : Some-time travel is a train, please.

SHRI BANSI LAL : The catering on your side may be faulty. But in Western Railway, the catering service is alright.

[English]

SHRI NARAYAN CHOUBEY : All the Haryana people are in Bengal...

(Interruptions)

SHRI BANSI LAL : Sir, with these words, I conclude.

MR. DEPUTY-SPEAKER : I shall now put the Resolutions regarding the constitution of the Railway Convention Committee, 1985, moved by Shri Bansi Lal to the vote of the House.

The question is :

“That this House do resolve that a Parliamentary Committee consisting of 12 members of this House, to be nominated by the Speaker, be appointed to review the rate of dividend which is at present payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance *via-a-vis* the General Finance and make recommendations thereon.”

The Resolution was adopted.

MR. DEPUTY-SPEAKER : The question is :

“That this House do recommend to Rajya Sabha to agree to associate 6 members from Rajya Sabha with the Parliamentary Committee to review the rate of dividend which is at present payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance *vis-a-vis* the General Finance and make recommendations thereon and communicate the names of the members so appointed to this House.”

The Resolution was adopted.

MR. DEPUTY-SPEAKER : A number of cut motions have been moved by Members to the Demands for Grants (Railways) for 1985-86. I shall put all the motions to the vote of the House together unless any hon. Member wants that his cut motions be put separately.

All the cut motions were put and negatived.

MR. DEPUTY-SPEAKER : I shall now put the Demands for Grants (Railways) for 1985-86 to the vote of the House.

The question is :

“That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, to defray the charges that will come in the course of payment during the year ending the 31st day of March, 1986, in respect of the heads of demands entered in the second column thereof against Demand Nos. 1 to 16.”

The motion was adopted.

MR. DEPUTY-SPEAKER : I shall now put the Supplementary Demands for Grants (Railways) for 1984-85 to vote.

The question is :

“That the respective supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India to defray the charges that will come in course of payment during the year ending the 31st day of March, 1985, in respect of the heads of Demands entered in the second column, thereof—

Demand Nos. 1, 3, 4 and 7 to 13.”

The motion was adopted.

MR. DEPUTY-SPEAKER : The Supplementary Demands for Grants (Railways) for 1984-85 are passed.

18.51 hrs.

APPROPRIATION (RAILWAYS)
NO. 3 BILL*, 1985

[English]

THE MINISTER OF RAILWAYS
(SHRI BANSI LAL) : I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1985-86 for the purposes of Railways.

MR. DEPUTY-SPEAKER : The question is :

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1985-86 for the purposes of Railways."

The motion was adopted.

SHRI BANSI LAL : I introduce** the Bill.

I beg to move† :

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1985-86 for the purpose of Railways be taken into consideration".

MR. DEPUTY-SPEAKER : The question is :

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1985-86 for the purposes of Railways be taken into consideration".

The motion was adopted.

MR. DEPUTY-SPEAKER : We shall

now take up clause-by-clause consideration of the Bill".

The question is :

"That clauses 2 and 3 and the Schedule stand part of the Bill."

The motion was adopted

Clauses 2 and 3 and the Schedule were added to the Bill.

MR. DEPUTY-SPEAKER : The question is :

"That clause 1, the Enacting Formula and the Title stand part of the Bill".

The motion was adopted.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI BANSI LAL : I beg to move :

"That the Bill be passed."

MR. DEPUTY-SPEAKER : The question is :

"That the Bill be passed".

The motion was adopted.

18.54 hrs.

APPROPRIATION (RAILWAYS)
NO. 4 BILL*, 1985

THE MINISTER OF RAILWAYS
(SHRI BANSI LAL) : I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1984-85 for the purposes of Railways.

MR. DEPUTY-SPEAKER : The question is :

"That leave be granted to introduce

*Published in Gazette of India Extraordinary Part II, Section 2, dated 20-3-1985.

**Introduced with the recommendation of the President.

†Moved with the the recommendation of the President.

Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1984-85 for the purposes of Railways".

The motion was adopted.

SHRI BANSI LAL : I introduce** the Bill.

I beg to move* :

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1984-85 for the purposes of Railways be taken into consideration".

MR. DEPUTY-SPEAKER : The question is

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1984-85 for the purposes of Railways be taken into consideration".

The motion was adopted.

MR. DEPUTY-SPEAKER : We shall now take up clause-by-clause consideration of the Bill.

The question is :

"That clauses 2 and 3 and the Schedule stand part of the Bill".

The motion was adopted.

Clauses 2 and 3 and the Schedule were added the Bill.

MR. DEPUTY-SPEAKER : The question is :

"That clause 1, the Enacting Formula and the Title stand part of the Bill".

The motion was adopted.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI BANSI LAL : I beg to move :

"That the Bill be passed."

MR. DEPUTY-SPEAKER : The question is :

"That the Bill be passed".

The motion was adopted.

18.55 hrs.

BUSINESS ADVISORY COMMITTEE

Third Report

[English]

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI GHULAM NABI AZAD) : Sir I beg to present the Third Report of the Business Advisory Committee.

18.56 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, March 21, 1985/ Phalguna 30, 1906 (Saka)

** Introduced with the recommendation of the President.

* Moved with the recommendation of the President.