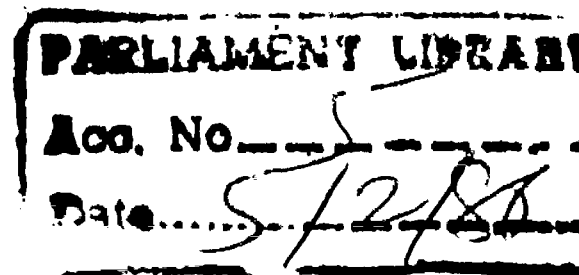


LOK SABHA DEBATES

(English Version)

Second Session
(Eighth Lok Sabha)



(Vol. II contains Nos. 1 to 10)

LOK SABHA SECRETARIAT
NEW DELHI

Price 1 Rs. 4.00

CONTENTS

No. 5 Monday, March, 18 1985/Phalguna 27, 1906 (Saka)

COLUMNS

Oral Answers to Questions :

*Starred Questions Nos. 61 to 65 and 79 ... 1—29

Written Answers to Questions :

Starred Questions Nos. 66 to 78 and 80 ... 29—54

Unstarred Questions Nos. 323 to 343, 345, 346, 348,
to 372, 374 to 378 and 380
to 450 ... 54—194

Papers laid on the Table ... 195—201

Resignation by Member

(Shri Sharadchandra Govindrao Pawar) ... 202

Election to Committees

(i) Advisory Council of the Delhi Development Authority 203

(ii) Rajghat Samadhi Committee ... 204

(iii) Indian Council of Agricultural Research ... 204—205

(iv) Employees' State Insurance Corporation ... 205

Matters under rule 377—

(i) Delay in establishing the proposed Railway
Coach Factory at Mohanpur in district Mirzapur, U.P.
Shri Ram Pyare Panika ... 206

(ii) Demand for increase in the scholarship amount
given to S.C. and S.T. students
Shri Mahabir Prasad ... 206

(iii) Acute shortage of drinking water in Gazipur
district of U.P. and need to formulate long term
schemes for tackling the problem
Shri Zainul Basher ... 207

(iv) Worsening law and order situation in South Delhi
and need to set up more police posts and depute
more mobile vans to check murders, etc.
Shri Lalit Maken ... 208

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

(v) Need for immediate steps for development of paradip Port	Shri Chintamani Panigrahi	...	208
(vi) Pollution of Kallada river near Quilon district (Kerala) and need to take anti-pollution measures.	Shri K. Kunjambu	...	209
(vii) Need to clear the Polarwaram Project in Andhra Pradesh.	Shri S.M. Bhattam	...	210
(viii) Acute shortage of drinking water in Kharagpur (West Bengal) and need to take immediate steps to bring water from Subarnarekha	Shri Narayan Choubey	...	210
Railway Budget, 1985-86—General Discussion		...	211—304
Shri S.M. Bhattam		...	211—222
Shri Sharad Dighe		...	222—228
Shri M.R. Janardhanan		...	229—231
Shri Priya Ranjan Das Munshi		...	232—240
Shri Basudeb Acharia		...	241—250
Shri D.L. Baitha		...	250—254
Prof. Madhu Dandavate		...	254—267
Shri Ram Singh Yadav		...	267—272
Shrimati Mamta Banerjee		...	272—276
Prof. Narain Chand Parashar		...	276—280
Shri Narayan Choubey		...	280—288
Shri Kamla Prasad Singh		...	288—291
Shri Gangadhar S. Kuchan		...	291—295
Shri Mahabir Prasad		...	295—299
Shri N.V.N. Somu		...	299—304

LOK SABHA DEBATES

LOK SABHA

Monday March 18, 1985/Phalguna 27,
1906 (Saka)

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Replacement of Low Power Transmitters by High Power Transmitters

*61. SHRI G.G. SWELL† :

SHRI K.P. UNNIKRISHNAN :

Will the Minister of INFORMATION
AND BROADCASTING be pleased to
state :

(a) whether the present Doordarshan
Low Power Transmitters are a passing
phase and they will be replaced by High
Power Transmitters;

(b) whether 50 per cent of these
transmitters are defective and are shifted
from place to place to maintain the Sixth
Plan target; and

(c) whether it is a fact that the staff
in many of these Low Power Transmission
Centres were sometimes not paid their
salaries for months ?

THE MINISTER OF STATE OF THE
MINISTRY OF INFORMATION AND
BROADCASTING (SHRI V.N. GADGIL) :

(a) The approved plan for expansion
of TV services includes the replacement
of some low power transmitters by high
power transmitters to provide wider
coverage.

(b) No, Sir. The transmitters are
functioning Satisfactorily and faults are

attended to as and when they appear. No
low Power transmitter was removed from
any place until a higher power transmitter
was commissioned at that place.

(c) Delay in payment of salaries to
staff at a few transmission centres was
reported in the initial stages of their
commissioning. Immediate remedial action
was taken.

SHRI G. G. SWELL : I wonder whe-
ther he gave this answer in seriousness or
he is speaking in levity. But before I come
to my second question where I will ask
a number of things, I would like to have
some technical data : how many low
transmitters are there in the country today;
how many high power transmitters are go-
ing to be installed and where and what is
the difference in the range between a low
power transmitter and a high power trans-
mitter ? Whether we are making a full
use of INSAT and whether these trans-
mitters we have installed have the capacity
to make a full use of INSAT ?

SHRI V. N. GADGIL : I would like to
state that I am not given to reply in levity.
As far as the technical questions the hon.
member has asked, the limitation is that
I am not a technical man. What I have
understood is like this : high power trans-
mitters are of two types. (1) 10 KW; (2) 1
KW. The normal range of LPT of 10 KW
is 120 Km. But it depends on the terrain,
the topography, the Shadow area, also the
height of the antenna height of the tower,
various factors; but, normally, it is 120
Km : in some cases, it has gone upto
160 Km, but that is abnormal, the normal
is 120 Km. As for as 1 KW transmitter is
concerned, its average normal range is 60
km and LPT of 100 watt, it is 22 km. In
some cases, it is more; in some Cases, it
is less. I would like to take this oppor-
tunity to point out to the House that this
whole concept of LPT, what is technically
called useable signal, which may not be
to the international standard, was develo-
ped by our own people, our engineers

with the limited resources that we have. Therefore, these are three ranges or three types of transmitters.

His second question regarding utilization of INSAT 1 B.....

SHRI G. G. SWELL : But you have not mentioned the number of transmitters we have in the country.

SHRI V.N. GADGIL : I am prepared to lay the whole list on the Table of the House; there is no problem. But, in all, 172 transmitters are there; some are high power transmitters and some are low power transmitters.

In our definition, although it may not be the international definition, we call high power transmissions those with a capacity of 10 KW and one KW; and LPT, low power transmission is 100 watts.

As to the utilisation of INSAT-1 B, the concept of the whole Country being covered by LPTs was not there when INSAT-1 B was planned. And, therefore, in a sense we have exceeded the utilisation which was projected for INSAT-1 B. Now, with this concept having been fairly successful, a large number of LPTs have been installed. But it will be possible if transponders in the next INSAT come up, to achieve a higher utilisation. But with this present INSAT, we have utilised the capacity which we promised to utilise.

SHRI G. G. SWELL : A number of reports have come out in the Press, I would like the Minister to deny them categorically, because what we say here must carry credibility to the people in the country. It is not a question of scoring a debating point.

Well, here it says: "At Bhopal one LPT was installed in October last; subsequently it was shifted to Santiniketan" Another says, that at Bhatinda the people there have been getting signal from across the border and obviously were quite happy because they could see pictures and other things.

MR. SPEAKER : You want this to be Stopped ?

SHRI G. G. SWELL : Now I am asking him to deny this news categorically, in a manner that will carry conviction and credibility to the people of the country. Now, at Bhatinda this was going on An LPT was installed there. It was defective and even the normal reception was so badly interfeared that an angry mob man-handled an engineer I want to know whether this incident took place or not. Then there is another. It says, "The classic example is of Coimbatore where the equipment was shifted the very day after the inauguration. The manoeuvre was discovered when some curious viewers went to the LPT centre to find out why their TV sets were not receiving programmes. The centre was locked, and an employee told them that the equipment had been shifted elsewhere."

Another classic case is here. Our late lamented Prime Minister Mrs. Gandhi inaugurated a transmitting centre in Asansol in January 1984. The Staff did not get any payment, any salary for four months and when they approached the Directorate, they got an answer that there was no LPT centre in Asansol. And things went so bad in the Ministry that the staff association sent a representation to the late Prime Minister and the Minister itself The Directorate General, Doordarshan on February 24 wrote a letter to the staff association, where, more or less, they had accepted that these things were happening and promised that they would take corrective measures. So, you give answers that will Carry credibility in the country.

SHRI V. N. GADGIL : For the story that was published by the newspaper, we issued a contradiction and they had published it. As far as individual cases, which he has raised, are concerned, except one for which I will like to take time to get information, for others I am in a position to let the House know the exact information.

As far as Coimbatore is concerned, it is incorrect to say that the LPT was shifted. No shifting took place. As far as Bhopal is concerned, there was the problem of audio. The vision was clear but they were not getting the voice. I do not want to hide anything from the House. We wrote

to the manufacture. Some components were purchased and they were replaced. As far as salaries are concerned, as I have stated, from six places we had got complaints and remedial action was taken immediately. Immediately the nearest AIR Station was directed to pay the salary. At these places salaries were paid late because no Station Engineer was posted there or reached the place and therefore, there was some delay. Now, there is no complaint of salary being not paid.

The staff faces two problems. I am very well aware of that and I am trying to do something. One is about the accommodation, because some areas are very remote and there no accommodation is available. My predecessor had written to various Chief Ministers to help us in this matter. The other problem is that we have not been able to appoint one category of engineers i.e. Assit. Engineers because there was a dispute between degree holders and diploma holders. The matter had gone to the court. Now, we have revised the rules. We have sent them to the UPSC for approval. Once the approval comes, we will appoint them.

SHRI G.G. SWELL : What about the manhandling of an engineer at Bhatinda ?

SHRI V.N. GADGIL : About that manhandling case I would like to get the information. The technical advice given to me is that the LPT at Bhatinda operates at Channel 12. The 10 KW transmitter at Jullundur operates at Channel 9. The transmitter at Lahore is at Channel 5. Technically speaking these channels are so wide apart that there is no possibility of interference in programmes from Jullundur or from Lahore or Bhatinda by LPT at Bhatinda.

SHRI K.P. UNNIKRIISHNAN : I am happy that my esteemed friend, the Minister, is very conscious of the problems faced by the staff. But I can tell him - I am sure he will believe me when I say so - that I have recieved quite a few letters from the staff members about lack of facilities in the respective LPT units. I am sure, the Minister is aware that considering their meagre salary, they cannot afford to stay even in smaller hotels and lodging houses for days and months - together with problems of their family, school of their children, etc.

Will the Minister assure the House that he will personally attend to this problem and appoint a study team immediately to look into the organisational structure and problems including staffing pattern and physical facilities ?

SHRI V.N. GADGIL : I agree with the hon. Member that the staff have the genuine problem of housing, particularly in some remote areas where houses are not available. I do not think a study team is necessary. I myself will be the study team and attend to the problem.

SHRI K. RAMAMURTHY : The Bharat Electronics Corporation is to be commended for the marvellous job it has done for manufacturing LPT as well as HPT with indigenous technology. I would like to put a question about my constituency. The hon. Minister is well aware that the Government of India has declared Dharmapuri as a backward district. This district is surrounded by three transmitters - one at Vellore, another at Salem and third one at Bangalore. But none of those covers this area. I have written so many letters to the Minister for which I am getting the usual reply. I think, Mr. Deputy-Speaker will support me because he also hails from the same area. So, I would like to ask the hon. Minister whether he is going to set up a Low Power Transmission Relay Station or a High Power Transmission Centre in Dharmapuri district and secondly, the High Power Transmission work at Kodaikanal is also going very slowly and that should be expedited. This is my categorical question on which I would like to get answer from the hon. Minister.

SHRI V.N. GADGIL : As regards part (b) of his question, I shall try to expedite. As for as the setting up of LPT or HPT at his particular place is concerned, let me be very frank. I get so many claims and naturally every M.P. wants the centre to be set up in his own constituency. But we decide on certain criteria and the Seventh Plan proposals are being finalised. So, at this stage I cannot say whether X will have it or Y will have it. We will go by the criteria the standards we have adopted.

SHRI K. RAMAMURTHY : What are the criteria, I would like to know.

MR. SPEAKER : I can solve your problem. What is available to the whole of India. That is all

Sale of Subsidised Foodgrains

*62. SHRI SOBHANADREESWARA RAO : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether sales of subsidised foodgrains have declined leading to large carry over of stocks (News Time, dated 4 February, 1985) and if so, details thereof;

(b) whether slackness in sales is due to high prices and poor quality of grains marketed;

(c) whether Government have any plans to streamline Food Corporation of India and Central Warehousing Corporation in order to reduce losses in storage at all points; and

(d) details of total losses during the last three years in terms of percentage and finance involved ?

THE MINISTER OF FOOD AND CIVIL SUPPLIES (RAO BIRENDRA SINGH) : (a) Yes, Sir. A statement is laid on the Table of the Sabha.

(b) No, Sir.

(c) The performance of Food Corporation of India and Central Warehousing Corporation in this regard is kept constantly under review by the Government.

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

Statement

(a) Offtake of foodgrains from the Central Pool in the year 1984 was 12.09 million tonnes as against 14.66 million tonnes during 1983. The stock in the Central Pool was about 17.62 million tonnes on 1st January, 1985 as against 12.09 million tonnes on the corresponding date last year.

(b) The total shortages of foodgrains in terms of value and percentage suffered by the Food Corporation of India on the

total volume of operations (purchase and sale) during the last three years have been as under :

Year	Value (Rs. in crores)	percent- age
1981-82	115.91	2.28
1982-83	143.60	2.37
1983-84	140.65	2.11

SHRI SOBHANADREESWARA RAO : Mr. Speaker, Sir, the hon. Minister has given the reply for part (b) of the question as a categorical 'No'. But we have our experience...

(Interruptions)

MR SPEAKER : Did you want some other type of 'no' Sir ?

SHRI V. SOBHANADREESWARA RAO : Our experience regarding the supply of rice to the fair price shops is that it is erratic and the dealer is not getting adequate quantity of rice at a time to be given to the whole village. So, I would like to know whether the hon. Minister will ascertain the facts again and take necessary steps to see that the subsidised foodgrains are supplied in adequate quantity at a time to each village ?

RAO BIRENDRA SINGH : Sir, on the one hand the hon. Member has stated that the sales have come down and on the other hand he is asking for larger quantities to be allocated. I cannot understand this.

SHRI SOBHANADREESWARA RAO : We are not asking for higher quantity. We are asking for the supply of adequate quantity that is expected to be distributed in a village.

RAO BIRENDRA SINGH : You want the quantities to be allocated adequately according to the demand but part (b) of your question is whether slackness in sales is due to high prices and poor quality of grains marketed. I have said that the reduction in sales is not on that account. Nor is it on account of poor quality because the quality is expected to be ensured by the State agencies and the depot holders. When the lift foodgrains from the FCI

depots, they give a certificate to the effect that they are satisfied about the quality of foodgrains that they are taking. Therefore, there is no question of the quality of foodgrains being poor, nor is there any question of reduction in sales on account of high prices because the prices of foodgrains, particularly of wheat supplied over to roller flour mills, have been reduced. Earlier the price was Rs. 208 per tonne and later on it was fixed at Rs. 172 per tonne, which is the same price as for the public distribution system. Therefore, the question of reduction in sales on account of high prices does not arise.

SHRI SOBHANADREESWARA RAO : Is it not a fact that the procurement cost as well as distribution cost are going up every year? The FCI is able to utilize only 65 per cent of the storage capacity and the utilisation of modern rice mills is only 27 per cent. Will the Government take necessary steps and more stringent action so that the storage and distribution cost come down further, as it will help the consumer? The hon. Minister has told us that they have reduced the distribution price of wheat. Will they reduce the cost of rice also, as it is the main and staple food of the people in the Southern region?

RAO BIRENDRA SINGH : The cost of the FCI has increased on account of higher prices being paid to the farmers for procurement of foodgrains. There is no appreciable change in the losses incurred by the FCI, either on account of storage or loss in transit.

SHRI SOBHANADREESWARA RAO : Four million bags of rice were found infested when they were purchased.

RAO BIRENDRA SINGH : They were all included in the losses in storage, like deterioration of stock. FCI is taking a number of steps to monitor the management of foodgrains in transit, as well as in storage. Better vigilance is being exercised and we are constantly reviewing the position. We want to reduce the cost.

SHRI SOBHANEDREESWARA RAO : Will he reduce the price in the case of rice, as he has done in the case of wheat?

RAO BIRENDRA SINGH : Even at Present the issue price of rice is highly subsidised. The Government incurs a loss of

about Rs. 66 per quintal on the sale of rice through the public distribution system. The issue price of rice as well as wheat is reviewed and revised from time to time, considering the total cost incurred by the Government, as also the capacity of the people, particularly the poorer sections, to pay.

[Translation]

SHRI BANWARI LAL PUROHIT : Mr. Speaker, Sir, we have received complaints of corruption and bungling in warehouses of the Central Govt. wheat is issued from these warehouses both to the flour mills and fair price shops. The flour mill owners give Rs. 4-5 per bag as bribe and get the good quality wheat issued. On the other hand, fair price shop owners having limited profit have to accept whatever type of wheat is issued to them. Therefore, the wheat supplied by the fair price shops is not of good quality because they have to bring the remaining inferior quality foodgrain. Thus, people get poor quality wheat.

Another complaint of corruption is that some percentage regarding shortage in the warehouses has been fixed, but Mr. Speaker, Sir, during the rainy season there is no shortage. On the other hand, the weight of the bags increases. But what is done is that by manipulation, they take out the bags from the warehouses but issue them only after punching the permitted shortage of grains from the bags. Will the Hon'ble Minister look into this aspect personally and try to remove the corruption?

RAO BIRENDRA SINGH : I fully agree to the views expressed by the hon. Members. I am myself trying to curb this evil by taking personal interest.

So far as the question of issue is concerned, separate depots cannot be set up for roller mills and public distribution system. It is not possible. The foodgrains will be issued from the same godowns but procedure fixed for release of wheat to roller mills is that out of the quota fixed for them, the roller mills have to take 2/3rd of 'C' and 'D' grade wheat and remaining one-third of 'A' and 'B' grade wheat because roller flour mills can upgrade the quality of wheat by washing and cleaning before grinding it.

But for the public distribution system only 'A' and 'B' grade wheat is issued and as I have already stated, the agency taking the wheat is asked to give a certificate that the quality of the wheat is satisfactory. In addition to that, every retailer has to display a sealed sample of the foodgrain being sold by him. The customer can compare the quality of the foodgrain being sold with the quality of the foodgrain brought from the FCI. In spite of all these arrangements still if there is corruption, the same can be brought to give notice. If some one is found guilty, he can be punished. We go on cautioning the public time and again and try to curb corruption. This requires cooperation from all sides.

[*English*]

SHRI S. KRISHNA KUMAR : The Government of Kerala has been consistently complaining about the poor quality of rice supplied to the State. The rice supplied is colloquially known as 'iron rice' as against the boiled rice, which Kerala requires. I would like to know what the Government of India proposes to do about this. This has become a perennial problem.

RAO BIRENDRA SINGH : A very large quantity of rice is being supplied to the Kerala Government for public distribution system. I think Kerala is one of the few States which are given a very huge quantity of rice. First comes West Bengal, and, I think, next comes Kerala in our distribution system,

SHRI S. KRISHNA KUMAR : The adequacy of quality is debatable but my present complaint is about the quality.

RAO BIRENDRA SINGH : I have already stated on that. You have not listened that the quality issued is also inspected by the agency that is lifting it.

SHRI K.P. UNNIKRISHNAN : That is not his complaint. It is infected already but the quality is poor.

RAO BIRENDRA SINGH : It is the same thing which you have been saying. I have already stated that if the quality of the foodgrains that is being issued is not acceptable to the agency, they can refuse it.

SHRI AMAL DATTA : Supposing they reject it, they do not get anything at all.

(*Interruptions*)

MR. SPEAKER : Not like this.

RAO BIRENDRA SINGH : If the quality is unacceptable, other quality will be given to the States.

SHRI K.P. UNNIKRISHNAN : Are you aware of the complaints ?

RAO BIRENDRA SINGH : There is no specific complaint which he has given. It is a general complaint.

(*Interruptions*)

MR. SPEAKER : He is on his legs and he is replying to the hon. Member. You cannot interrupt like this.

(*Interruptions*)

MR. SPEAKER : Not allowed. Please sit down.

RAO BIRENDRA SINGH : I am not aware of any specific complaint from the Kerala Government, not at least for the last few weeks since I have taken over the charge. But I know that Kerala is being given a huge quantity of rice every month and our regulations are that if rice or wheat quality is unacceptable to the State Government, there is a joint inspection carried out by the State agencies and the FCI Officers and that commodity can be rejected. And then alternative arrangements are made to supply better quality which is acceptable to the State. (*Interruptions*) So there is no question of that quality being forced on anybody.

(*Interruptions*)

SHRI SOBHANADREESWARA RAO : It is stated in this Annual Report. The State Government has no option but to take whatever FCI gives.

(*Interruptions*)

RAO BIRENDRA SINGH : I have said it loudly.

(*Interruptions*).

ILO Assistance to Control Environmental Pollution in Specific Industrial Areas

*63. SHRI ANAND SINGH† :

SHRI MAHENDRA SINGH :

Will the Minister of LABOUR be pleased to state :

(a) whether in the wake of the environmental disaster in Bhopal in December last Government have enlisted the assistance of the International Labour Organisation to control pollution in specific industrial areas; and

(b) if so, what steps have so far been taken to utilise the services, aid and advice of the International Labour Organisation in this regard and to identify the pollution prone areas for the purpose ?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI T. ANJAI AH) : (a) Dr. G. Kliesch, Chief of occupational Safety and Health, International Labour Organisation, Geneva, visited our country in the first week of February, 1985, and held discussions on the technical assistance that ILO can offer. Further discussions on this were held by the Ministry's officials at Geneva. A mission consisting of two expert members is shortly visiting India.

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

Statement

Immediately after the news regarding the industrial accident at Bhopal came to the knowledge of the International Labour Organisation, a message was received from the Director General, ILO, Geneva, assuring readiness to provide technical assistance and advice in the field of occupational safety and health and working environment, to the Government of India, as may be appropriate. Accordingly, Dr. G. Kliesch, Chief of Occupational Safety & Health, ILO, Geneva visited India in the first week of February, 1985 and held discussions with the officers of the Department of Chemicals and the Department of Environment. Thereafter Dr. Kliesch had a final meeting with the Secretary, Labour, and the following decisions were taken :

— ILO will identify the expert who may hold preliminary discussion with the Central Labour Ministry, the Director General of Factory Advice Service & Labour Institutes, and the selected State Governments, to assess the areas in which technical assistance can be provided under the International Programme for the Improvement of Working Conditions and Environment.

— The proposed project may be in two stages. Stage one may deal with immediate requirements arising out of the extraordinary situation created by the Bhopal accident, Stage two may provide for long term assistance for building up of infrastructure for training and education for the industry and the workers.

2. In pursuance of the discussions held at the official level and the report made by Dr. Kliesch to the ILO, ILO is deputing a mission consisting of two experts, who will be coming to India later this month and early April '85. The extent and nature of technical assistance by the ILO or other international agencies will be known only after the mission's report and proposals are received.

3. The areas which we have identified for technical assistance will include :

— Major hazard control system in dangerous manufacturing processes, including chemical industry ;

— System of selection criteria for national and international agencies or specialists for services in special emergency cases in hazardous processes in the industry ;

— Preparation of project proposal(s) on preventive and monitoring system for occupational health ;

— Special training programmes (national and/or regional) on chemical safety.

4. Government is fully alive of the imperative need of controlling and preventing environmental pollution caused as a result of toxic and hazardous processes and industry. As soon as an action plan has been developed on the basis of ILO's

recommendations, effective measures will be taken towards their implementation.

SHRI ANAND SINGH : Sir, the hon. Minister has identified the areas for technical assistance. Most of the distilleries in U.P. do not observe the safety rules or abide by the laws causing severe pollution. They flout them purposefully and the Pollution from the distilleries is at a very high rate. In view of this, will this technical assistance also cover these distilleries, and further more, what steps the Government takes against all distillery owners to ensure that the laws are enforced ?

[*Translation*]

SHRI T. ANJALIAH : Mr. Speaker, Sir, instructions have been issued to cope with all such situations and we are also taking certain steps. We will endeavour that as far as possible such incidents do not occur. We are thinking of importing training in the labour institutes of Calcutta, Kanpur and Madras so that such incidents do not occur. If any incident of such nature takes place we will take action against the factory irrespective of its being Government factory or private factory or chemical factory.

SHRI ANAND SINGH : Sir, a number of factories have been closed down recently. Is it true that about 20 industries have been closed under the existing Central or State laws ? Are any further amendments or changes contemplated by the Government for better enforcement of these laws ? If so, what are they ?

SHRI T. ANJALIAH : Mr. Speaker, Sir, we have no information of the closure of twenty-five factories. If a separate question is asked as to why these factories have been closed and how they can be recommissioned, an answer can be given to that.

SHRI MAHENDRA SINGH : Sir, effective measures to implement the recommendations of the International Labour Organisation will be taken after we receive the recommendations.

But in the meanwhile what precautionary measures are being taken to prevent this type of incident again ? Secondly, I would like to know whether our existing rules at

national and State level are enough to enforce safety rules and take precautionary measures or not, and if they are enough, how many industries have been punished for non-implementation of the safety rules.

SHRI T. ANJALIAH : Mr. Speaker, Sir, instructions have been issued to all the States in this regard. Reports have not so far been received from all the States. We will ensure that no incident like the one occurred in Bhopal takes place again and if it occurs, the guilty will be punished.

AN HON. MEMBER : May I know the details of the punishment awarded during the last two months ?

SHRI T. ANJALIAH : This does not form part of the main question.

[*English*]

It is a separate question :

MR. SPEAKER : Shrimati Geetaj

SHRIMATI BIBHA GHOSH GOSWAMI : I am Bibha Ghosh.

MR. SPEAKER : I thought it was her because the seat used to be occupied by her.

SHRI MAHENDRA SINGH : What about the implementation of the statutory rules ? Have they been implemented or not ?

[*Translation*]

SHRI T. ANJALIAH : We know that there are statutory rules but these are to be implemented. Whatever these rules are being violated, the guilty will be prosecuted
(*Interruptions*)

[*English*]

MR. SPEAKER : Please sit down. It is all right.

SHRIMATI BIBHA GHOSH GOSWAMI : I would like to know whether the problem of pollution in big cities such as Calcutta, Kanpur, Bombay, Delhi and other cities also where environmental pollution has reached an alarming dimension, is also

taken into account. The environmental pollution is not only from industrial sources but from other sources also. Has this problem also been identified as one of the areas for technical assistance?

[Translation]

SHRI T. ANJAI AH : You have asked about the environmental pollution. We are conducting a survey in this regard.

[English]

SHRIMATI BIBHA GHOSH GOSWAMI : All the big cities are being surveyed. I think, that is what he says.

MR. SPEAKER : Yes.

SHRI SURESH KURUP : I would like to know from the hon. Minister whether the dilapidated condition of the Amonia Plant of FACT at Alwayas has come to the notice of the hon. Minister. It is causing serious threat to the labourers and the people at Cochin.

[Translation]

SHRI T. ANJAI AH : It is under the purview of the State Government.

[English]

Losses to Potato Growers

*64. SHRI ANIL BASU† :

SHRI SATYAGOPAL MISRA : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether Government are aware of the distress sale of potatoes in different parts of the country due to which the potato growers are facing huge losses;

(b) if so, the details thereof; and

(c) steps taken by Government to save the potato growers?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) to (c) In consultation with the State Governments of Punjab, Uttar Pradesh and Himachal Pradesh, which had reported fall in prices of potatoes,

market intervention operations were authorised by the Government at Rs. 50/- per quintal for fair average quality and the losses are to be shared equally by the Central and the State Governments. Later, at the specific request of the West Bengal Government, market intervention for potatoes in West Bengal was also authorised on the condition that Government of India will share losses equally with the West Bengal Government on the basis of a support price of Rs. 50/- per quintal as in other States. All the State Governments have been advised that they should avail themselves of the scheme of market intervention to help the farmers. These operations have had a salutary effect. The progress is closely monitored to protect the interest of farmers.

SHRI ANIL BASU : Mr. Speaker, Sir. I would like to know from the hon. Minister how much quantity of potatoes has been purchased so far State-wise and how much fund has been given to the State Governments by your Ministry.

The second part of my first question is, what is the result of the assurance given by you about the crash programme of exporting potatoes this year.

SHRI BUTA SINGH : Sir, the scheme is operating through National and State Cooperative Marketing Federations and primary cooperative marketing societies in States where the farmers are growing potatoes. In Uttar Pradesh, it started on the 19th of January, 1985. In Punjab, it started on the 18th of January, 1985. In Himachal Pradesh, it started on the 7th of February and in West Bengal, it was authorised for the implementation on the 12th of March.

As far as the quantity purchased is concerned, in Uttar Pradesh, 83,690 quintals have been bought through the State Cooperative Marketing Federation and the primary cooperative societies. PCF is operating in 11 districts. These are : Farrukhabad, Ghaziabad, Etawah, Allahabad, Agra, Mainpuri, Muzaffarnagar, Deoria, Jaunpur, Kanpur and Varanasi. 39 Purchase centres have been established in these districts. In addition NAFED is operating in the districts

of Bulandshahr, Rampur, Bareilly, Badaun and Aligarh through twenty centres.

Five districts, namely, Jalandhar, Ludhiana, Hoshiarpur, Phagwara and Kapurthala are covered in Punjab. The NAFED is operating in the State through State MARKFED and the primary marketing societies. In Punjab, the quantity contracted by the cooperatives with farmers is 86,200 quintals and we have been able to pick up 38,924 quintals.

In Himachal Pradesh, the quantity picked up through the State Marketing Federation is 9,341 quintals.

In West Bengal, the quantity purchased is reported to be 8,000 quintals.

In total, the quantity purchased/contracted by the cooperatives in the aforesaid States exceeds 1.87 lakh quintals.

SHRI ANIL BASU : What is the result of an assurance given by you regarding crash programme of exporting potato this year ?

SHRI BUTA SINGH : At the moment, we are trying to help the farmers from making a distress sale. The crop is yet to come in full. It was in the initial stages that the prices started falling down. So, the question of export at this stage is not relevant to this question.

AN HON. MEMBER : Why did you give an assurance ?

SHRI BUTA SINGH : We will continue to help the farmers. If we are able to export, we will do it.

SHRI ANIL BASU : What should be the remunerative price of potato per quintal ? How do you arrive at a price of Rs. 50 per quintal this year ?

SHRI BUTA SINGH : As you are aware the Agricultural Prices Commission do not fix prices in respect of commodities which are highly perishable. They fix the prices for major crops. Even then, in consultation with the State Governments, the Government of India have worked out and arrived at a price in respect of commodities, like, potato, onion and other perishable commodities. It is not under the purview

of the Agricultural Prices Commission to fix the prices of these commodities. This is not truly speaking a remunerative price. It was only to help the farmers from making a distress sale.

SHRI SATYAGOPAL MISRA : Thanks to the potato growers of our country who have given us a very good crop this year. But the unfortunate part of it is that in the countryside they are not getting remunerative prices for their produce.

Another unfortunate part is that the Government has fixed the price for potato at a very low rate of Rs. 50 per quintal. I do not know how the Government has come to the conclusion that the price of potato should be Rs. 50 per quintal and they will purchase potato at a price of Rs. 50 per quintal which is far below the cost of production even.

Another thing is that the farmers cannot preserve potato for a long time because it is a perishable commodity. If they can preserve potato in cold storage, then they can get a higher price. I wish to know from the hon. Minister what steps have been taken by the Government so far to build cold storages or what are the proposals of the Government to build cold storages in the countryside to help the potato growers of our country to get a higher price.

SHRI BUTA SINGH : As I answer to the hon. Member's query earlier, in regard to the support price for the perishable commodities, like, potato and onion, there is no specific recommendation of the Agricultural Prices Commission.

During the last few years, the Government of India, Department of Agriculture & Cooperation have, at the request of the State Governments, agreed to market intervention for onions and potatoes. In these cases also, NAFED has been designated as the implementing agency.

As I have already said this system is evolved in full consultation with the State Governments and the losses incurred on these operations by the cooperatives are to be shared equally between the Centre and

the States. The approach is that there should be a standing arrangement in the market for providing support to the farmers.

The hon. Member wanted to know the rationale behind it. The hon. House will bear with me that at the time of arrival of potato in the mandi, the prices went down to the extent that in Uttar Pradesh it was Rs. 30/- per quintal, in Punjab it was Rs. 30-35/- a quintal and in Himachal Pradesh specially where the potato is seed potato, the price fell down to Rs. 35/. That is why, the Ministry of Agriculture in consultation with the respective states arrived at a figure which in true sense is not remunerative but, it will not I am sure let the farmer get into distress.

So, the figure arrived at was Rs. 50/- per quintal which has been applied to by the States including west Bengal.

About cold storage, I agree with the hon. Member that to promote cooperative marketing of potato in the country, cold storages have to be set up. There are 145 cooperative cold storages with a capacity of nearly 3 lakh tonnes. Under the World Bank Programme, NCDC is assisting setting up of 100 cold storages in the potato growing States of Uttar Pradesh, Punjab, West Bengal and Bihar. Under this Scheme, 12 cold storages with a capacity of 4,000 tonnes each, have already been set up and another 88 are under various stages of construction. I have issued instructions to see that these 88 cold storages are expedited so that the farmers are not made to suffer these losses for want of storage.

MR. SPEAKER : I would like to observe that you are thinking far ahead. Why don't we get something done about remunerative prices for these commodities as well because they are as agricultural commodities as any other commodities. Certainly there should be one thing more. We should be prepared fully before the crop comes on. Everything should be geared up to meet the exigencies and nothing should be left undone. You will take these steps in future.

SHRI BUTA SINGH : I would also like to have your appreciation that for the first time the Government has given standing

instructions to all the State Governments that in future they need not wait for directions from the Centre. They should automatically come into play in the mandis, if a particular crop is falling down. We have already issued this instruction. We need not have revision every year. The Governments are now authorised to come and enter the markets to support farmers in case the commodity is falling down in price. That is the suggestion given by us.

(Interruptions)

SHRI D. B. PATIL : I would like to ask the hon. Minister how many Centres have been started State-wise. Is it a fact that the number of Centres started is quite insufficient ?

SHRI BUTA SINGH : I have already given the details about the districts and the Centres opened in all the major potato growing States. If the hon. Member wants, I have a detailed information with me. It will take long time to read all this.

SHRI PRIYA RANJAN DAS MUNSHI : In West Bengal, all the cold storages are closed for the last eight months because of the strike launched by political parties in the State resulting in the price falling down and the farmers suffering.

Will the hon. Minister advise the State Government to adequately compensate the farmers ?

(Interruptions)

PROF. K. K. TEWARY : It is anti-people Government.

SHRI P. KOLANDAIVELU : He cannot make an allegation against the State Government.

(Interruptions)

SHRI P. KOLANDAIVELU : He cannot answer for them. He is making an allegation against the State Government.

MR. SPEAKER : What was the question ? Let me decide it. I will see what is the question ? What was your question, Mr. Priya Ranjan Dass Munshi ?

SHRI PRIYA RAJAN DAS MUNSHI : My question was this that the potatoes have to be preserved in cold storage, and if the cold storage remains closed for eight months because of strike with the patronage of the State Government and the Party, then the farmers suffer. I want to know whether the Minister will inquire into the matter and advise the State Government to compensate the farmers suitably.

MR. SPEAKER : The only question that the Minister can answer is whether the farmers can be compensated or not. He cannot conduct an inquiry.

PROF. MADHU DANDAVATE : I suggest that 'the State Government' be expunged. That will solve the problem.

SHRI BUTA SINGH : That is for you, Sir, to decide whether you expunge it or put it in the cold storage. I cannot help it. About that part that farmers are suffering, we have already extended purchase of potato if it falls below the floor price. But the information given by the hon. Member will have to be checked. I will check up the information and we will take appropriate action.

MR. SPEAKER : Next Question. Dr. Kalpana Devi.

DR T. KALPANA DEVI : Question No. 65.

SHRI NISSANKARA RAO VENKATARATNAM : Sir, I suggest that Question No. 79 may also be clubbed with Question No. 65.

MR. SPEAKER : The hon. Member wants Qn. No. 79 to be clubbed with Qn.

No. 65. Has the Minister any objection to this ?

THE MINISTER OF WORKS AND HOUSING (SHRI ABDUL GHAFOOR) : No.

MR. SPEAKER : Qns. 65 and 79 will be taken up together. We have put them on the same bogey. The Minister will read the replies to both of them.

Supply of Water to Problem Villages

***65. DR. T KALPANA DEVI :** Will the Minister of WORKS AND HO' SING be pleased to state :

(a) whether water and sanitation problems are an uphill task due to limited resources, as reflected in a UNDP-assisted survey conducted in the country; and

(b) if so, the present position and plans concerning supply of water to problem villages and conversion of dry latrines into water-seal laterines with particular reference to Andhra Pradesh vis-a-vis other States ?

THE MINISTER OF WORKS AND HOUSING (SHRI ABDUL GHAFOOR) : (a) The solution of water and sanitation problem at reasonable level of satisfaction would require mustering of resources and efforts of a colossal magnitude. While determining outlays and fixing targets for this sector, the time frame and objectives of International Water Supply and Sanitation Decade (1981-1990) are being kept in view.

(b) The present position and plans regarding water supply, sanitation and supply of water to problem villages are contained in the statements A and B placed on the Table of the House.

Statement 'A'

Statement showing the population-wise coverage in water supply and sanitation sector as on 31.3.81, the coverage expected by 31.3.85 and the targets for the Decade for the country as a whole and Andhra Pradesh

Sub-sector	Covered as on 31-3-81	Expected to be covered by 31-3-1985	To be covered by 1991
Rural water supply	31.0%	53.9%	100%
Urban Water supply	77.0%	81.1%	100%
Rural sanitation	0.5%	0.95%	25%
Urban sanitation	27.0%	33.0%	80%

Position regarding coverage in Andhra Pradesh.

Sub-sector	Covered as on 31-3-1981	Expected to be covered by 31-3-1985	To be covered by 1991
Rural Water supply	41.1%	66.0%	100%
Urban water supply	62.5%	60.8%	100%
Urban sanitation	12.7%	11.5%	80%
Rural sanitation	—	1.8%	25%

Statement 'B'

Rural Water Supply Programme

Supply of drinking water to problem villages Physical Achievements

STATE/UT.	No. of Problem villages with out water supply as on 1.4 1980.	No. of Problem villages covered upto the end of Dec' 84.	Percentage achievement.
1	2	3	4
1. Andhra Pradesh	8206	7558@	92.10
2. Assam	15743	7409	47.06
3. Bihar	15194	12867@	84.68
4. Gujarat	5318	3901@	73.41
5. Harayana	3440	1796	52.21
6. Himachal Pradesh	7815	4640	59.37
7. J. & Kashmir	4698	1719@	36.59
8. Karnataka	15456	15443@XX	99.92
9. Kerala	1158	1074@	92.75
10. Madhya Pradesh	24944	22893@X	91.78
11. Maharashtra	12935	11245@	86.93
12. Manipur	1212	722	59.57
13. Meghalaya	2927	628@	21.46
14. Nagaland	649	374	57.63
15. Orissa	23616	21676@	91.79
16. Punjab	1767	460	26.03
17. Rajasthan	19803	15300@	77.26
18. Sikkim	296	204@	68.92
19. Tamilnadu	6649	6468@	97.43
20. Tripura	2800	2318	82.79
21. Uttar Pradesh	28505	24020@	84.27
22. West Bengal	25243	11758@*	46.58

	1	2	3	4
23. A & N Island		173	145 ^(a)	83.82
24. Arunachal Pradesh		1740	1233	70.86
25. Chandigarh		—	—	—
26. Delhi		99£	89	100.00
27. D & N Haveli		—	—	—
28. Goa D & Diu		66	58	87.88
28. Lakshdweep		—	—	—
30. Misoram		214	100 ^(a)	46.73
31. Pondicherry		118	103	87.29
TOTAL:		230784	176214	76.35

£ 3 problem villages transferred to the Delhi Development Authority and 7 problem villages deserted.

(a) Includes partially covered problem villages.

* Does not include coverage during 1980-81 and 1981-82 under Zila Parishads programme of spot sources under the MNP.

X Includes difficult villages.

XX Includes full coverage of partially covered problem village of previous years.

Netherlands' Assistance for Protected Water Schemes

*79. SHRI N. VENKATARATNAM : Will the Minister of WORKS AND HOUSING be pleased to state :

(a) The assistance received by Government from Netherlands for protected water schemes to the rural areas in the country ;

(b) How many schemes were taken up in that direction and at what cost ;

(c) Whether Government of Andhra Pradesh recommended any such schemes to be taken up under the Netherland's assistance ; if so, what are these and the amount involved ; and

(d) Whether such schemes have been taken up in Andhra Pradesh and if not, the reasons therefor ?

(b) 12 rural water supply schemes are under implementation in the States of Andhra Pradesh, Gujarat, Himachal Pradesh, Kerala and Uttar Pradesh at a total estimated cost of Rs. 607.413 million.

(c) Yes Sir, One rural water supply scheme at an estimated cost of Rs. 114.90 million covering 171 villages in six districts of Andhra Pradesh is under implementation with assistance from the Netherlands Government. In addition, 5 new water supply schemes had been proposed by the Government of Andhra Pradesh.

(d) Five new rural water supply schemes with likely assistance of 68.6 million Dutch Guilders (Rs. 244 million approx.) have been taken up for consideration with the Government of Netherlands.

THE MINISTER OF WORKS AND HOUSING (SHRI ABDUL GHAFOOR) : (a) The Government of Netherlands have agreed to provide total assistance of 167.20 million Dutch Guilders (Rs. 595 million approx).

DR. T. KALPANA DEVI : What are the salient features of the UNDP Survey ? What will be the financial implications of some of the recommendations of the survey which are of important and urgent nature ?

Does the Centre propose to extend the financial assistance, if so, how much ?

SHRI ABDUL GHAFUOR : As the hon Members know, water supply and sanitation come under the purview of State Governments and the Central Government only gives assistance to the States. I think the Andhra Pradesh Government has done well so far as the question of supply of water in the rural areas is concerned.

SHRI G. G. SWELL : She asked about the UNDP survey.

SHRI ABDUL GHAFUOR : You know, in the first place the State Governments were asked to find out the problem villages where no water is available. In Andhra Pradesh, 8206 problem villages were located out of which by December 1984, 7558 villages have been covered that is 92% *vis-a-vis* other States. ...

PROF. MADHU DANDAVATE : The reply should be related to the question.

SHRI ABDUL GHAFUOR : So far as the question of the Sixth Five Year Plan is concerned, that is coming to an end and the Seventh Five Year Plan outlay has not yet been sanctioned. The two questions have been amalgamated. Rs. 14,160 crores at 1980 prices will be needed for urban and rural water supply and urban and rural sanitation works.

WRITTEN ANSWERS TO QUESTIONS

[English]

Opening of A.T.V. Centre at Raigarh

*66. **KUMARI PUSHPA DEVI :** Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) Whether Government have a proposal to open a Television Centre at Raigarh in Madhya Pradesh.

(b) If so, when the above proposal is proposed to be implemented ; and

(c) The steps taken in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING : (SHRI V.N. GADGIL) :

(a) No, Sir.

(b) and (c) Do not arise.

[Translation]

Regularisation of Colonies under Karol Bagh Parliamentary Constituency

*67. **SHRIMATI SUNDERWATI NAWAL PRABHAKAR :** Will the Minister of WORKS AND HOUSING be pleased to state :

(a) Whether the DDA had conducted a survey for regularising the colonies of Baljit Nagar, Nehru Nagar, Guru Arjun Nagar and Harijan Basti, New Rohtak Road under the Karol Bagh Parliamentary Constituency and if so, the follow-up action taken in the matter; and

(p) Whether the residents of these colonies pay house tax to Delhi Municipal Corporation; if so, whether the Corporation proposes to regularise these colonies ?

THE MINISTER OF WORKS AND HOUSING (SHRI ABDUL GHAFUOR) :

(a) The position in this regard is as follows :-

In accordance with the accepted procedure, regularisation plan for Nehru Nagar Colony has been approved by the Delhi Development Authority on 30th July, 1983.

Baljit Nagar Colony, Guru Arjun Nagar Colony and Harijan Basti, New Rohtak Road have not been taken up under Delhi Development Authority's regularisation plan but extension of minimum civic facilities in these areas has been taken up under the Scheme for Environmental Improvement of Urban Slums.

(b) The Municipal Corporation of Delhi is charging house-tax from these colonies as per the provisions of the Delhi Municipal Corporation Act. The Corporation is not concerned with the regularisation of these colonies as they fall under the DDA area.

*[English]***Import of Sugar**

*68. SHRI MOHD. MAHFOOJ ALI KHAN :

SHRI MOHANLAL PATEL :
Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) Whether the estimated target of sugar production during the current season is not likely to be achieved and the country will have to resort to sugar imports to meet the demand ; and

(b) if so, the details thereof stating the quantity of sugar with value proposed to be imported to meet the gap between demand and supply of sugar ?

THE MINISTER OF FOOD AND CIVIL SUPPLIES (RAO BIRENDRA SINGH) : (a) and (b) The production of sugar mainly depends on the Production of sugarcane and its availability to the factories for crushing during the season. No targets of sugar production as such are, therefore, fixed on a year to year basis. Production of sugar in the current sugar year 1984-85 is still in progress with a large number of factories still operating.

Some imports of sugar have been contracted by the State Trading Corporation for supply during this year. However, it is not possible to indicate the exact quan-

tity or the value of sugar imported at this juncture.

Broadcast/Telecast of Programmes for SCs/STs

*69. SHRI RAM BHAGAT PASWAN :
Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) Whether Government propose to arrange special broadcast/telecast of policies and programmes for Scheduled Castes and Scheduled Tribes;

(b) if not, the reasons thereof; and

(c) The details of telecasts done during 1985 for tribal policies and talks arranged ?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI V.N. GADGIL):
(a) Programmes for the benefit of Scheduled Castes and Scheduled Tribes are already being broadcast/telecast on a regular basis by the different All India Radio Stations and Doordarshan Kendras.

(b) Does not arise.

(c) The details regarding the programmes telecast by Doordarshan Kendras, Calcutta, Madras, Delhi and Bombay during January-March 1985 are given in the statement laid on the Table of the Sabha.

Statement

Doordarshan Kendras Calcutta, Madras, Delhi and Bombay have covered the theme of tribal welfare through programmes details of which are as under :-

DOORDARSHAN KENDRA, CALCUTTA

Date of Telecast	Details of Programmes	Duration
(1)	(2)	(3)
16.1.85	Eradication of illiteracy among women	26 mts.
20.2.85	including tribal women-Discussion in programmes for families	

(1)	(2)	(3)
25.1.85	Importance of Adult Education for rural and tribal people-A discussion	8 mts.
5.2.85	Employment of tribal youth in watch factory of Sikkim was included in news round.	7 mts.
14.2.85	Chuni Kotal, the Ist Woman Graduate of Lodhatribe was interviewed in Youth Programme.	10 mts.
21.2.85	FD Film on Tribal Welfare	10 mts.
5.3.85	An interview with Shri Lal Thanhawla, Chief Minister of Mizoram, regarding self-employment scheme for tribal people in news round.	8 mts.
DOORDARSHAN KENDRA, MADRAS		
16.1.85	Paschaimalai Hills Tribal Development in news reel.	30 mts.
30.1.85	Talk by Shri V.R. Nedunchezian, Minister of Finance.	10 mts.
8.2.85	Success Stories of beneficiaries at Arukthathipuram-an interview.	12 mts.
DOORDARSHAN KENDRA, DELHI		
4.3.85	A TVNF Film Maharashtra Mein Adivasiyon Ke Liye Kalyankari Yojnajein. In addition, the theme was regularly touched upon in Rural Programme every week.	15 mts.
DOORDARSHAN KENDRA, BOMBAY		
7.1.85	Jago Bavishyke Adhikar	10 mts.
15.1.85	Todalas Jala-documentary on Welfare Work done in rural areas.	11 mts.
25.1.85	Nagaland Sanskritik Pamakaena-Marathi Karyakram-News Item.	
4.2.85	Adivasi Vasthu Sangrahalya TV documentary telecast in rural Programme.	20 mts.
4.3.85	FD film-Parivartanki Oar in Marathi	10 mts.
8.3.85	Sankari Sansthec E Parspar Sahkarya-A discussion on Cooperative work being done in tribal area.	26 mts.

Contamination of Water with Human-waste

*No. 70. PROF. MADHU DANDA-VATE: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether the Estimates Committee (48th Report-1982-83) had warned of the dangers of contamination of water with human-waste;

(b) what precise steps have been taken by Government to ensure coordinated arrangement of water supply and waste disposal in the past three years; and

(c) to what extent have the resources of the local bodies been sugmented to deal with sanitation and human waste disposal in the past three years?

THE MINISTER OF WORKS AND HOUSING (SHRI ABDUL GHAFOOR):

(a) Yes, Sir.

(b) Water supply and sanitation are in the State Sector. The Union Government has been playing a catalytic role in coordinating, monitoring and also arranging for financial assistance to the State Governments and Union Territories to the extent possible. The need for urgent action in this field has also been high-lighted in the Conferences of State Ministers incharge of Drinking Water Supply, Public Health Engg. and Sanitation held in July, 1984 and also in the National Conference on Low Cost Sanitation in May, 1984. The particular recommendation of the Estimates Committee contained in the 48th Report has been brought to the notice of the State Governments for follow-up action.

(c) Under the Centrally Sponsored Integrated Development of Small and Medium Towns Scheme, a loan of Rs. 15 lakhs for each town exclusively for low cost sanitation purpose has been provided for 95 towns in 11 States. The list of these towns is laid on the Table of the House (Statement 'A'). In addition, under the scheme for liberation of scavengers, the Ministry of Home Affairs have been providing assistance in 50 selected towns in 15 States. List of these towns is also laid on the Table of the House (Statement 'B'). In addition, States can apply to the Housing & Urban Development Corporation (HUDCO) for loan upto 50% of the cost of Urban sanitation projects. List of towns up under the scheme is also laid on the Table of the House (Statement 'C'). In addition, loan assistances from Life Insurance Corporation and multi-lateral agencies are being received by some State Governments for sanitation and sewerage schemes especially in the larger cities.

Statement A

Low Cost Sanitation-IDSMT Towns

1. ANDHRA PRADESH :

Beneficiary Town :

(1) Anakapalli

2. BIHAR :

Beneficiary towns :

(1) Gopalganj

(2) Katihar

(3) Giridhi

(4) Dhanbad

(5) Hazaribagh

(6) Hajipur

(7) Bettiah

3. KERALA :

Beneficiary towns :

(1) Tellichery

(2) Changanacherry

(3) Tirur

(4) Badagara

(5) Guruvayoor

(6) Kayamkulam

(7) Trichur

4. KARNATAKA :

Beneficiary towns :

(1) Kanakapura

(2) Magadi

(3) Humnabad

(4) Chitradurga

(5) Shahpur

(6) Tumkur

(7) Sagar

(8) Channapatna

5. MADHYA PRADESH :

Beneficiary towns :

(1) Bilaspur

(2) Itarsi

(3) Rewa

(4) Burhanpur

(5) Katni

(6) Balaghat

6. MAHARASHTRA :

Beneficiary towns :

- (1) Morshi
- (2) Katol
- (3) Washim
- (4) Yavatmal
- (5) Kamptee
- (6) Bhandara
- (7) Digras
- (8) Hinganghat
- (9) Manmad
- (10) Osmanabad
- (11) Islampur
- (12) Barshi
- (13) Baramati
- (14) Parbhani
- (15) Parbhavajinath
- (16) Sailu
- (17) Ambejogai
- (18) Amalner

7. PUNJAB :

Beneficiary towns :

- (1) Batala
- (2) Phagwara
- (3) Sangrur
- (4) Hoshiarpur
- (5) Bhatinda
- (6) Pathankot
- (7) Khanna
- (8) Moga

8. RAJASTHAN :

Beneficiary towns :

- (1) Ganga Nagar
- (2) Pali
- (3) Churu
- (4) Sikar

- (5) Barmer
- (6) Jaisalmer
- (7) Nathdwara
- (8) Chittorgarh
- (9) Sumerpur
- (10) Bhilwara
- (11) Baran

9. TAMIL NADU :

Beneficiary towns :

- (1) Arani
- (2) Arkonam
- (3) Managudi
- (4) Karaikudi
- (5) Shivaganga
- (6) Methipalayam
- (7) Kallakurichi
- (8) Hosur

10. WEST BENGAL :

Beneficiary towns :

- (1) Kharagpur
- (2) Midnapur
- (3) Kalinpong
- (4) Coochbehar
- (5) Purulia
- (6) English Bazar
- (7) Krishna Nagar
- (8) Suri
- (9) Tarkeshwar
- (10) Jalpaiguri
- (11) Siliguri
- (12) Darjeeling
- (13) Berhampur
- (14) Ballurghat
- (15) Bishimpur
- (16) Basirhat
- (17) Raiganj
- (18) Ranaghat
- (19) Katwa

11. UTTAR PRADESH :

Beneficiary towns :

- (1) -Orai
- (2) Sitapur

Statement B

Statement showing the names of the States and Towns/Municipalities covered under the scheme for Liberation of Scavengers (Ministry of Home Affairs).

S. No. Name of the State	Name of the selected Towns/Municipalities
1. Bihar	1. Bihar Sharif 2. Purnea 3. Madhubani 4. Daltonganj 5. Chaibasa 6. Bhagalpur 7. Gaya 8. Chapra 9. Muzaferpur 10. Hazaribagh
2. Tripura	11. Agartala
3. Rajasthan	12. Bhilwara
4. Uttar Pradesh	13. Makrana 14. Bharatpur 15. Barabanki
5. Andhra Pradesh	16. Badaun 17. Warrangal
6. Maharashtra	18. Bluru 19. Khamgaon 20. Udgir 21. Malkapur 22. Kamptee
7. Madhya Pradesh	23. Raipur 24. Shajapur 25. Bilaspur 26. Durg 27. Stana
8. Orissa	28. Jabalpur 29. Bhubaneswar
9. Kerala	30. Cuttack 31. Calicut 32. Coochin
10. Assam	33. Palghat 34. Nalbari 35. Mangaldoi 36. Karimganj

11. Tamil Nadu	37. Hailakandi
12. Haryana	38. Udumalpet
	39. Hodal
	40. Gharaunda
13. West Bengal	41. Sonamukhi
	42. Murishidabad
	43. Shantipur
	44. Ghatal
	45. Bolpur
14. Himachal Pradesh	46. Simla
15. Karnataka	47. Basavakalyan
	48. Nanjangud
	49. Kushalnagar
	50. Tiptur

Statement C

Basic Sanitation Schemes Sanctioned by HUDCO

AS ON 28.2.1985

List of towns

Sl. No.	State/Agency	Town covered
ANDHRA PRADESH		
1.	Municipal Council Tadepalligudum	Tadepalligudum
2.	Bapatha Municipality	Batatha
3.	Gudirada Municipality	Gudirada
4.	Proddutur Municipality	Proddutur
BIHAR		
5.	Raxaul Municipality	Raxaul
6.	Patna Mun. Corpn.	Patna
7.	Motihari Municipality	Motihari
8.	Hajipur —do—	Hajipur
9.	Muzaffarpur Mun. Corporation	Muzaffarpur
10.	Bettiah Municipality	Bettiah
MADHYA PRADESH		
11.	M.P. Hsg. Board.	*Spread over Indore, Devas, Ujjain, Durg, Bhiilai & Raipur
12.	Durg Mun. Corpn.	Durg
13.	Bilaspur M C.	Bilaspur
14.	Raipur M.C.	Raipur
15.	Shajahanpur Mu. Council	Shajahanpur
26.	Total Basic Sanitation Schemes in 5 States	29 towns

MAHARASHTRA

16.	Maharashtra Water Supply & Sewage Board	Malakpur
17.		Hingoli
18.		Barda
19.		Achalpur
20.		Nandanbar
21.		Yeotwal
22.		Kamptee
23.		Akola
24.		Washim
25.		Wardha

WEST BENGAL

26.	Serirampore Municipality	Serirampore
-----	--------------------------	-------------

Total

Telecasting of Republic Day Parade of States

4. Jammu & Kashmir

5. Maharashtra

6. Manipur

7. Orissa

8. Punjab

9. Rajasthan

10. Sikkim

11. Tamil Nadu

12. Uttar Pradesh

(c) No, Sir.

(b) Due to technical problems, Doordarshan Kendra, Calcutta, could not feed on microwave link, the visual coverage of the local Republic Day parade to Doordarshan Kendra, Delhi on 26th January, 1985. The tape of the coverage, air-freighted by Doordarshan Kendra, Calcutta, was also received too late by Doordarshan Kendra, Delhi for its inclusion in the composite programme of January 26, 1985 put out by Doordarshan Kendra, Delhi on the national hook-up. However, a mention was made of the Republic Day celebrations at Calcutta in the National Hindi news bulletin on that day.

*71. SHRI HANNAN MOLLAH :

SHRI SAIFUDDIN CHOWDHARY : Will the Minister INFORMATION AND BROADCASTING be pleased to state :

(a) whether Republic Day Parade held in various States was telecast on the national hook-up on 26 January, 1985

(b) if so, the names of the States whose programmes were telecast;

(c) whether the Republic Day Parade held at Calcutta was telecast on the day on the national hook-up; and

(d) if not, the reasons thereof?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI V. N. GADEIL) :

(a) Yes, Sir.

(b) 1. Assam

2. Bihar

3. Haryana

All India Service for AIR and Doordarshan Staff

*72. **SHRIMATI KISHORI SINHA :**
Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether Government have decided to have an All India Service for AIR and Doordarshan staff;

(b) if so, details thereof; and

(c) whether in view of this decision, IAS officers will no longer be appointed to head AIR and Doordarshan ?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI V.N. GADGIL) :

(a) to (c) Government have decided to constitute a Group A Central Service, called the Indian Broadcasting (Programme) Service with comparable grades and scales found in other similar services.

(d) The new Service will have separate cadres for AIR and Doordarshan and separate sub-cadres within the media to meet the needs of programme management and programme production functions. A feature of the proposed Service is that it will offer scope for individual officers to achieve specialisation according to their personal references.

(e) The initial recruitment to the Service will be in the Junior Time Scale (Rs. 700-1300) through separate examination, which will be conducted by the Union Public Service Commission.

(f) At the time of their promotion to the senior scale, the officers concerned will be required to exercise their option for working in AIR or Doordarshan and the sub-cadre. The Service is expected to offer better and more attractive career prospects to the broadcasting programme personnel.

(g) So far as the future heads of AIR and Doordarshan are concerned, the expectations are that eventually officers suitable to head the organisations will be available from within the Service. However in case suitable officers from within the

Service do not become available, the appointment of suitable officers from other Central Services, including I. A. S. cannot be ruled out.

Target Fixed for Production of Wheat and Rice during Sixth Plan

*73. **SHRI CHINTAMANI JENA :**
Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) the target fixed for the production of wheat and rice during the Sixth Plan period;

(b) the details of the achievements made;

(c) whether the targets fixed could not be achieved; if so, the reasons therefor; and

(d) targets fixed for the production of wheat and rice during the Seventh Plan to meet the increasing demand of wheat and rice in the country ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) to (c) Targets as fixed for Production of wheat and rice for the terminal year of the Sixth Plan period (1984-85) and achievement during 1983-84 are as given below :

Crop	(Million tonnes)	
	Target (1984-85)	Achievement (1983-84)
Wheat	45.60	45.15
Rice	61.50	59.77

Final estimates of production both for kharif and rabi crops for 1984-85 have not yet been received from a number of States. In fact, those for Rabi crops have not even become due. However, on the basis of current assessments, it is anticipated that wheat target will be achieved in full while there may be a slight shortfall in the achievement of target set for rice. The reason for not fulfilling the target in

respect of rice is drought and inadequate rainfall conditions prevailing in many parts of the country during 1984 South-West monsoon season (June-September).

(d) Targets for the Seventh Plan have not yet been finalised by the Planning Commission.

Incentive for Sugar Production

*74. SHRI CHITTA MAHATA : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state

(a) whether Government have given incentive to the sugar mill owners for increased production of sugar in the country;

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

(c) whether production of sugar was achieved as targeted in the Sixth Plan; and

(d) The actual production and targeted production in the Sixth Plan ?

THE MINISTER OF FOOD AND CIVIL SUPPLIES (RAO BIRENDRA SINGH) : (a) Yes, Sir.

(b) to (d) The Government announced an incentive scheme in December 1975, for new sugar factories as well as expansion projects established at high capital cost. The scheme envisaged two types of benefits to be given to eligible factories :-

(a) Price benefits arising out of grant of extra freesale sugar over 35%

(b) Excise duty concession by charging only levy sugar duty rates on the extra freesale sugar released.

The scheme became inoperative due to decontrol from 16.8.1978. After the re-introduction of dual pricing system from December 1979, a revised scheme was announced in November 1980 on the same pattern as the earlier scheme which is still continuing.

The claims of a number of factories have been finalised (104 cases out of 144) and extra freesale quotas of sugar have been allowed to those eligible under the scheme.

There are no specific targets for the production of sugar as such, which are fixed on a year to year basis. While finalising the Five Year Plans, an exercise was made to assess the requirements of sugar with reference to population and then plan for the creation of installed capacity for sugar production to meet this requirement. During the Sixth Five Year Plan, the following were the requirements and corresponding achievements in sugar production.

Sugar Year	Sugar requirements (Lakh tonnes)	Production (Lakh tonnes)
1980-81	62.60	51.48
1981-82	66.60	84.38
1982-83	69.70	82.32
1983-84	73.00	59.16
1984-85	76.40	39.82 Upto 27.2.85)

The production of sugar mainly depends on the production of sugarcane and its availability to the factories for crushing during the season. From the above, it will be seen that the production had far exceeded the sugar requirements of the country in the sugar years, 1981-82 and 1982-83. Due to adverse agroclimatic factors, the production had declined in the year, 1983-84. The production during the current year till the end of February 1985, was marginally higher than the corresponding period for 1983-84.

Assistance to Coconut Plantation in India

*75. PROF. P.J. KURIEN : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) the total amount required for rehabilitation of coconut plantation in Kerala ;

(b) the amount of assistance given by Centre to Kerala for rehabilitation of coconut plantation during each of the last three years ; and

(c) the progress made in this regard ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH): (a) No comprehensive survey has been conducted to assess the amount required for rehabilitation of coconut Plantation in Kerala

(b) The amount of assistance given to Kerala Government by Government of India under the Centrally Sponsored Scheme for rehabilitation and extension of coconut plantation for 1981-82, 1983-84 and 1984-85 are Rs 18.87 lakh, Rs 13.08 lakh and Rs. 14.14 lakh respectively. Besides, on account of floods in 1982-83 a ceiling of assistance of Rs. 6 lakh was sanctioned towards cost of seedlings for new planting in place of damaged crops including coconut. During 1983-84 drought an amount of Rs. 49 lakh as Central Government's share was provided through Coconut Development Board.

(c) During the last three years 85,000 hectares of coconut plantation were rejuvenated by removing disease affected and uneconomic palms and planting with quality seedlings.

Appointment of a Commission for Agricultural Pricing Policy

*76. **SHRI B.V. DESAI :**

SHRI AMAR ROY PRADHAN :

Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether Government propose to appoint a commission to take a fresh look at the agricultural pricing policy ;

(b) whether the representatives of agricultural community recently met the Minister and pleaded for regulated agricultural markets and more for incentives to export agricultural products ;

(c) if so, by what time Government are likely to appoint such a commission ; and

(d) what will be its main objectives and functions ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH): (a) There is no such proposal. However, all factors are taken into

account by the Government in fixing the prices of agricultural commodities.

(b) No, Sir.

(c) and (d) The question does not arise.

Lay-Off Retrenchment in Jute Industry in West Bengal

*77. **SHRI AMAL DATTA :** Will the Minister of LABOUR be pleased to state :

(a) whether Government are aware of the fact that the jute industry in West Bengal is going for a massive lay-off and retrenchment ;

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

(c) whether Government have any proposal to save the workers and employees from retrenchment ;

(d) if so, the details thereof ; and

(e) steps taken by Government in this regard ?

THE MINISTER OF LABOUR (SHRI T. ANJIAH): (a) and (b) According to information received from the West Bengal Government, they have no information in the matter of the Jute Industry resorting to massive lay-off and retrenchment. No Jute Mill has applied for permission either to lay-off or retrench workers and no such permission has been given to any of them.

(c) to (e) Does not arise.

ICAR's Findings on Bhopal Gas Leakage

*78. **SHRI PIYUSH TIRAKY :** Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to stated :

(a) whether Government's attention has been drawn to the findings of the Indian Council of Agricultural Research on effects of gas leakage ;

(b) if so, details of the effect of gas on crops, animals and the forest ; and

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

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) Yes, Sir.

(b) and (c) A statement on the details of the findings of a special team of scientists appointed by the Indian Council of Agricultural Research, covering the areas of crops, animal sciences and fisheries is attached .

Statement

ICAR's Finding on Bhopal Gas Leakage

Immediately after the Bhopal Tragedy on December 3, 1984, the Indian Council of Agricultural Research constituted a team of eleven experts in the areas of crops, animal sciences and fisheries with the following terms of reference :-

- (a) To visit the affected area and assess the damage to crops and vegetables, animals and fish which were in the path of the leaking gas in Bhopal;
- (b) To study the affected standing crops and vegetables, damage to animals, fish, plankton and other aquatic organisms in the vicinity;
- (c) To determine and if possible to suggest measures for the prevention of the after effects that might result due to the residual effect of Methyl isocyanate (MIC), if any;
- (d) To ascertain the need (if necessary) for the intensification of research on this aspect;
- (e) To examine any other factor that is relevant to the agriculture in the affected area.

The programmes for the visits of the team members were chalked out so as to cover the major and severely affected areas in the vicinity of Bhopal. The team members were divided into three separate groups and visited the site on different

dates between 10th to 20th December, 1984.

During those visits, the Central Institute of Agricultural Engineering, Bhopal as well as other authorities from the State Departments were also consulted.

Based on the investigations carried out in Bhopal the I.C.A.R. has prepared a detailed report. The main findings contained in the report are given below:

CROPS

Samples of fruits and vegetables collected from the affected areas on the 3rd day of the leakage and brought to Delhi by air showed only traces of Methyl isocyanate and phosgene, but samples obtained and analysed on the 4th day were found free of MIC. Leafy vegetables like "methi", spinach, radish, tomato, brinjal and trees such as neem and ber were more severely affected. Damage to mustard cabbage, cauliflower, coriander, bottlegourd and water hyacinth etc. was partial. Top leaves of wheat showed partial scorching, but mint plants, mango trees, date palm and banana in the same area were not affected. Vegetables which were partially affected recovered in course of time and could be harvested as normal crops, but the few ber and neem trees did not regenerate, so far.

ANIMALS

In respect of cattle and other common animals the harmful effect of the MIC gas was noticed upto 6 kms from the factory, the effect being deadly upto 4 kms. As per the official records, 1,047 animals were reported to have lost their lives and about 7,000 animals were provided with therapeutic care. Exposed animals were reported to have died within a few minutes of inhaling the gas with the main symptom of breathlessness. The death was very sudden. Even after 8 days of the tragedy surviving animals were found to be clinically ill and off feed, with difficulty in breathing, redness of the eyes and drastic reduction in milk production. The animals were clinically suffering from severelung oedema. Pregnant animals aborted. Post mortem examination of the gas exposed animals revealed damage to various internal organs, e.g. lung, liver, central nervous system including brain, kidney, heart etc.

The Department of Veterinary Services, Bhopal undertook necessary steps for treatment of the affected animals. The scientists recommended such treatments of affected animals by administration of corticosteroids, broad spectrum antibiotics, eye ointments and vitamins and other nutritional care.

Fishes, Phytoplankton and Zooplankton :

The Phytoplanktons in the affected area showed breakage and deformation and change in pigment ratios leading to discolouration (red and yellow) of cells, specially in the top level of the lake water. However zooplanktons in the affected area did not show any such visible effects. The fish in the affected area showed anaemic changes in the haemoglobin concentration.

Whereas in the case of affected surviving animals definite therapeutic treatments were recommended, the team has given major emphasis on short and long term investigations particularly in respect of mutagenic changes in various categories of plants and different type of animals.

[English]

Supply of Edible Oils and Pulses

*80. SHRI DILEEP SINGH BHURIA: Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) the reasons for steep rise in the prices of edible oils and pulses in the country ;

(b) whether Government have made any arrangement to maintain adequate supply of edible oils and pulses ;

(c) whether these commodities are also being imported; and

(d) the steps being taken to maintain the supply of these commodities in far flung places and rural areas in the country ?

THE MINISTER OF FOOD AND CIVIL SUPPLIES (RAO BIRENDRA SINGH) : (a) The prices of edible oils, Arhar and Masoor have generally gone down during the past few months. The increase in the prices of other pulses is mainly due to the supplies not being commensurate with the growing demand.

(b) to (d) Efforts are being made to increase the production of edible oils and pulses. The domestic production of these commodities is supplemented by imports. The import of edible oils is canalised through the State Trading Corporation of India. Pulses are allowed to be imported under the Open General Licence. Imported edible oils are supplied through the Public Distribution System and under the small packs scheme. In a few States pulses are supplied through the Public Distribution System. Pulses are also sold by consumer cooperatives. To State Governments have been advised to open fair price shops in far flung places and rural areas to ensure that designated essential commodities are available in these shops.

[English]

Improving the quality of Films for Children

323. SHRI ANANTA PRASAD SETHI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether there is any proposal under the consideration of Government to make great strides in improving the quality of films for children; and

(b) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI V.N. GADGIL) :

(a) and (b) No such proposal is under the consideration of the Government. However, the Children's Film Society, India which is an autonomous Society and receives grants-in-aid from the Ministry of Information and Broadcasting for production of Children's films is engaged in the production of quality films for children. The Society has a scheme to involve well-known film producers for production of its films to improve the quality of Children's films.

Perennial Drought in Ahmednagar District of Maharashtra

324. SHRI BALASAHEB VIKHE PATIL: Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether keeping in view the fact that

Ahmednagar District in Maharashtra suffered from perennial drought, Central Government would choose two villages, and make them self contained for water, fodder, housing etc ;

(b) whether a similar method will be followed for all other States ; and

(c) if not, in what way the Centre would like the State Governments to tackle the situation ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT (SHRI CHANDULAL CHANDRAKAR) : (a) The Drought Prone Areas Programme (DPAP) has been in operation since 1970-71 in 10 districts of Maharashtra including Ahmednagar. 8 blocks of Ahmednagar district are covered by this programme. This programme is funded equally by the Centre and the State. The programme aims at improvement of infrastructure for productivity and restoring ecological balance. The programme is taken on a watershed basis and not necessarily on a village-wise basis, though a big watershed may cover a number of villages. Housing is not an activity covered under this programme.

(b) and (c) The approach mentioned above of the DPAP is applicable to all

States who have been asked to make their plans accordingly.

Dairy Development in the Country

325. SHRI GADADHAR SAHA : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) details of the Government's proposal for the dairy development; and

(b) State-wise amount released so far and details thereof ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) During the Sixth Five Year Plan, Dairy Development Programme envisaged implementation of Operation Flood II, as a Central Sector Scheme, Centrally Sponsored Dairy Schemes in Assam, Jammu & Kashmir and Sikkim and completion of International Development Association (World Bank) assisted Integrated Dairy Development Projects in Karnataka, Madhya Pradesh and Rajasthan.

(b) The detailed information regarding the amount released to States under various schemes is indicated in the statement attached.

Statement

The details of amount released to States under Operation Flood-II, Centrally Sponsored Dairy Schemes and IDA (International Development Association) assisted Integrated Dairy Development Projects.

(A) Operation Flood-II ;

Name of the State/ Union Territory	Amount released till January, 1985 (Provisional) (Rs in lakhs)
1. Andaman Nicobar	24
2. Andhra Pradesh	2172
3. Assam	214
4. Bihar	367
5. Delhi	498
6. Goa	107
7. Gujarat	3883
8. Haryana	519

9.	Himachal Pradesh	20
10.	Karnataka	459
11.	Jammu & Kashmir	26
12.	Kerala	690
13.	Madhya Pradesh	1844
14.	Maharashtra	1481 (December, 1984)
15.	Nagaland	1
16.	Orissa	672
17.	Pondicherry	38
18.	Punjab	2035
19.	Rajasthan	404
20.	Sikkim	59
21.	Tamil Nadu	1421
22.	Tripura	17
23.	Uttar Pradesh	512
24.	West Bengal	749

(B) Centrally Sponsored Dairy Schemes :

Name of the State	Amount Released till February, 1985 (Rs. in lakhs)
1. Assam	141.63
2. Sikkim	149.51
3. Jammu & Kashmir	52.35

(C) IDA (International Development Association) assisted Integrated Dairy Development Projects :

Name of the State	Amount released till January, 1985 (Rs. in lakhs)
1. Karnataka	633.49
2. Rajasthan	612.90
3. Madhya Pradesh	383.15

Non-Settlement of P.F. Accumulations by R.P.F. Commissioner, Uttar Pradesh

326. SHRI RAMASHRAY PRASAD SINGH : Will the Minister of LABOUR be pleased to state :

(a) whether Government are aware that Regional Provident Fund Commissioner, Uttar Pradesh has not finalised the settlement of P.F. accumulations inspite of

reminder letters from the Central Provident Fund Commissioner, New Delhi ;

(b) if so, reasons therefor ; and

(c) steps being taken for immediate settlement of the payments ?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI T. ANJIAH) : (a) and (b) Details of claims

settled in Uttar Pradesh region during the year 1983-84 and the period from 1.4.84 to 30.9.1984 are as given below :

	1983-84	1.4.84 to 30.9.84
Opening balance & cases received	27,303	17,679
Returned for rectification	6,395	3,192
Cases settled	17,264	10,535
Pendency as on 31.3.84/ 30.9.84	3,644	3,952
Amount authorised (Rs. in lakhs)	1069.20	690.26

Every effort is made by the R.P.F.C. to settle claims expeditiously. However, delay occurs in some cases mainly due to the following reasons :-

- (i) the claims filed are not complete and additional information/documents are to be obtained.
- (ii) non-payment of the contributions by the employers and non-submission of basic returns.
- (c) The Statement annexed indicates the steps taken by the EPF Organisation for expeditious settlement of claims.

Statement

The procedure for settlement of claims has been streamlined by taking following measures :

- (i) The procedure for scrutiny and disposal of claims form has been simplified.
- (ii) Various claim application forms for withdrawal of different benefits under the three schemes have been combined into a single form to enable the members/claimants to apply for the benefits simultaneously.
- (iii) Instructions for the completion and submission of the application forms have been got printed in English, Hindi/Regional Languages and appended to the claim form. The

advance stamp receipt has been incorporated in the form itself.

- (iv) The payment authority has also been incorporated in the claim and application form itself so that the payment can be authorised in the claim form itself and be passed to Cash Section for payment, thereby avoiding the preparation of separate daily payment sheets.
- (v) It has been made obligatory on the part of the employer to get the application forms filled up by members at the time of leaving service for onward transmission to the Provident Fund Office duly attested by him.
- (vi) The list of the authorised officers has been enlarged to enable the members to get their signature in the application form attested by them in case of their inability to get their application attested by their employer due to closure etc. Besides, Regional Provident Fund Commissioners have been given powers to accept the attestation by any other officer not included in the list if he is so satisfied.
- (vii) Standard worksheets and check lists have been devised for the settlement of claims under the three schemes.
- (viii) If, despite efforts, final settlement is not possible within a reasonable time, an interim payment to the extent of employees' share is made to avoid hardship to members/survivors.
- (ix) To speed up the remittance of provident fund money by Money Order, Money Order fee for remittance of Provident Fund money upto Rs. 500/- is borne by the EPF Organisation.

Reviewing Policy Re: Fisheries

327. SHRI N. DENNIS : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether Government propose to review their policy with regard to fisheries in order to ensure that the poor and malnourished get the benefit of this industry and more money flows into the country as a result of its export ; and

(b) whether Government propose to concentrate on the transport, storage and management of the fish trade to improve their share of produce in the world market ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) and (b) The Government has been following a continuing policy towards ensuring the benefits of fisheries development to the poor and malnourished and for enhancing the production to support the export trade. Development of post-harvest infrastructure and management of fish trade to improve the share of produce in the world market is essential. This is duly reflected in the draft VII Five Year Plan proposals for fisheries development in the country.

(d) :-

Financial Year	Qty. (MT/Lakhs)
1982-83	4.25
1983-84	8.14
1984-85 (Prov.)	1.56

1981-82 (Prov.)	2.15
1984-85	4.96

Exports

Financial Year	Qty. (MT/Lakhs)		Value Rs./Crores	
	Molasses	Alcohol	Molasses	Alcohol
1982-83	0.72	—	2.19	—
1983-84	5.04	0.07	26.79	1.90
1984-85 (Prov.)	2.49	—	12.36	—

Imports

Setting Up of Sugar Factories

328 SHRI G.V. RAMA RAO : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) the number of sugar factories started since 1980 in the country ;

(b) the number of sugar factories started in cooperative sector since 1980 ;

(c) the number of sugar factories started by private managements since 1980 ;

(d) whether sugar has been imported/exported during last three years, and if so, quantum and value thereof ; and

(e) whether molasses and alcohol, two bye-products, have also been exported/imported during last 3 years, if so, value thereof ?

THE MINISTER OF FOOD AND CIVIL SUPPLIES (RAO BIRENDRA SINGH) : (a) to (c) Since Sugar Year 1980-81 (October-September), 48 new sugar factories have gone into production, out of which, 43 are in Cooperative Sector, one is in Private Sector and remaining factories are in Public Sector.

Sugar Exports

Value
Rs./Crores

84.76

210.92

36.50

Sugar Imports (CIF)

101.50

113.50

NIL

Setting Up of T. V. Centre at Siliguri

329. SHRI ANANDA PATHAK : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether Government have any proposal to set up a Television Centre at Siliguri in Darjeeling District ; and

(b) if so, when the proposal would be implemented ?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI V.N. GADGIL) :

(a) and (b) The T. V. transmitter at Kurseong in Darjeeling district, at present operating on reduced power, is already giving satisfactory signals to Siliguri. On completion of the 135 Metre Tower, a High Power (10 KW) Transmitter will be commissioned at Kurseong. As a result, the reception at Siliguri is expected to improve further.

Plan and Design of Monument in Memory of Smt. Indira Gandhi

330. SHRI R. P. DAS : Will the Minister of WORKS AND HOUSING be pleased to state :

(a) the salient features of the plan and design of the monument which will be erected in memory of Smt. Indira Gandhi ; and

(b) The place where the proposed monument will be erected ?

THE MINISTER OF WORKS AND HOUSING (SHRI ABDUL GHAFOOR) :

(a) and (b) The Government has recently set up a Committee to go into this question.

Creation of a New Press Council

331. PROF. RAMKRISHNA MORE : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :-

(a) whether the Editors Guild of India has urged Government to create a new Press Council for preserving press freedom ; and

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

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI V.N. GADGIL) :

(a) No sir.

(b) Question does not arise.

Health Hazards for the Workers Employed in Surf and Other Detergent Powders

332. SHRIMATI GEETA MUKHERJEE: Will the Minister of LABOUR be pleased to state :

(a) whether his attention has been drawn towards the dangerous effects on the health of the workers employed in the production and storage/transport of Surf and other detergent powders ;

(b) if so, the action taken by Government to ensure that the units manufacturing synthetic detergents take necessary preventive measures ?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI T. ANJALIAH) : (a) and (b) A review of the safety measures for workers engaged in the manufacture of detergents was undertaken in the year 1982 and detailed guidelines were issued to State Govts. for intensifying inspection and ensuring strict compliance of the Factories Act and Rules. The State Governments are competent authorities for enforcing these safety regulations under the Factories Act, 1948.

Improved Seeds for Pulses and Oilseeds

333. SHRI MANIK REDDY : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether National Seeds Corporation has increased improved pulses seeds by six times and oilseeds by 70 percent ;

(b) whether there has been corresponding increase in production and if so, details thereof ;

(c) whether the claims on oilseeds and pulses made by IARI and other agricultural institutions have generally proved to be bloated ; and

(d) If so, corrective steps taken or proposed to be taken ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) National Seeds Corporation produced 25,490 quintals of certified seeds of pulses during 1983-84 as against 13,447 quintals in 1980-81 which is about two times. The estimated pulse seeds production of National Seeds Corporation during 1984-85 is about 45,162 quintals.

The production of seeds of oilseeds by the Corporation during 1983-84 was 21,019 quintals compared to 6,843 quintals in 1980-81 which is three and a half times. The estimated production of seeds of oilseeds during 1984-85 is about 40,551 quintals.

(b) Yes, Sir. Increase of availability of certified seeds has contributed to higher production of pulses and oilseeds. However certified seeds constitute only one of the inputs and there are other factors also, such as, fertilizers, moisture, plant protection and agro-climatic situation determining the productivity.

Total production of pulses and oilseeds in the last four years is as follows :

(Quantity in lakh tonnes)

Year	Pulses	Oilseeds
1980-81	106.3	93.7
1981-82	115.1	120.8
1982-83	118.6	100.0
1983-84	126.5	128.1

During 1982-83, the production of oilseeds had a set back due to widely prevailing drought conditions in the principal oilseeds producing areas.

(c) No Sir. Through the efforts of IARI and other Research Institutes the following results have been achieved :

(a) 49 new varieties of pulses and 72 varieties of oilseeds have been developed which are suitable for different agroclimatic conditions in the country.

(b) A number of disease-resistant varieties have been developed which have added to the productivity of oilseeds and pulses.

(c) Early maturing varieties of pulses have been developed with better or comparative yields. This has in effect enhanced the productivity of pulses.

(d) Besides, the new varieties developed have shown capability of giving higher yield to the extent of 20 per cent.

(d) Does not arise.

SC/ST Families covered under NREP

334. SHRI AMARSINGH RATHAWA: Will the Minister of AGRICULTURE & RURAL DEVELOPMENT be pleased to state :

(a) the number of Scheduled Caste and Scheduled Tribe families covered in each State under the National Rural Employment Programme during the Sixth Five Year Plan period, yearwise ;

(b) the target fixed to cover the number of such families during the Sixth Plan period ;

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

(d) the special measures being taken to achieve the target ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT (SHRI CHANDULAL CHANDRAKAR): (a) The information of employment generation under National Rural Employment Programme including the employment generated for SCs/STs is collected in terms of mandays and not in terms of families benefited. On the basis of information furnished by the State Governments and Union Territory Administration a statement indicating the employment generated in terms of mandays for SCs/STs under the programme state-wise and year-wise from the year 1982-83 onwards is enclosed.

(b) to (d) No such target was specifically fixed. This aspect is, however, being monitored from 1982-83 onwards. The actual employment generation of S. C. and S. T. during 1982-83, 1983-84 (upto January, 1985) as against the total generation of employment was 42.89%, 45.64% and 45.48% respectively.

Statement

The employment generation under National Rural Employment Programme for Scheduled Castes/Scheduled Tribes during the years 1982-83, 1983-84 and 1984-85.

(In lakh mandays)

Sl. No.	States/U. Ts.	1982-83	1893-84	1984-85* (upto January, 1985)
1.	Andhra Pradesh	187.93	115.60	96.09
2.	Assam	18.56	19.37	18.08
3.	Bihar	238.49	219.31	202.49
4.	Gujarat	114.08	79.21	36.79
5.	Haryana	8.47	9.05	5.94
6.	Himachal Pradesh	7.12	6.12	3.78
7.	Jammu & Kashmir	17.08	2.41	1.28
8.	Karnataka	89.19	80.57	115.78
9.	Kerala	35.05	36.62	32.60
10.	Madhya Pradesh	143.52	163.53	95.93
11.	Maharashtra	70.82	84.79	83.01
12.	Manipur	1.80	1.30	1.30
13.	Meghalaya	2.12	1.04	0.80
14.	Nagaland	3.62	4.00	2.00
15.	Orissa	110.49	75.05	54.65
16.	Punjab	20.74	12.55	7.94
17.	Rajasthan	22.40	35.88	29.81
18.	Sikkim	1.07	1.81	1.01
19.	Tamil Nadu	177.66	113.74	86.29
20.	Tripura	7.60	6.48	2.98
21.	Uttar Pradesh	99.81	201.76	156.39
22.	West Bengal	119.32	101.46	51.16
UNION TERRITORIES :				
23.	A & N Island	0.31	0.25	0.05
24.	Arunachal Pradesh	1.16	4.41	2.15
25.	Chandigarh		0.18	0.13
26.	D & N Haveli		0.81	1.16
27.	Delhi		0.12	0.08
28.	Goa, D & Diu		0.09	0.15
28.	Mizoram	6.54	0.80	1.15
30.	Lakshdweep	0.49	1.89	1.38
31.	Pondicherry	1.01	1.61	1.63
ALL INDIA		15.46	1381.81	1093.98

*Provisional

Total Employment Generation	3512.03	3027.60	2405.30
Percentage of employment generation of SC/ST	42.89	45.64	45.48

Soil Conservation Scheme in Gujarat

335. SHRI CHHITTUBHAI GAMIT : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether a UN inter-agency mission has visited India to appraise a soil, conservation project in Gujarat proposed by the State Government ;

(b) if so, the details thereof; and

(c) the details regarding the assistance provided by the World Food Programme regarding the development projects since 1983 and other emergency operations ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) and (b) Yes, Sir. An Inter-Agency Mission of World Food Programme - body of FAO and UN - visited India from 1st to 19th October, 1984, to appraise the project on Soil Conservation Scheme in Gujarat. The project submitted to World Food Programme envisaged food aid in terms of wheat, pulses and vegetable oil at an estimated cost of about US \$ 10 million for a period of 5 years for undertaking Soil Conservation Schemes in Gujarat.

(c) A statement showing the details of food aid by World Food Programme for various developmental and nutritional programmes approved since 1983; is enclosed as Statement. No assistance for meeting any emergency was either sought or received from W.F.P. during this period.

Statement

World Food Programme Aided Projects in India

Number & Title	W.F.P. Commitment		
	Commodity	Quantity (MT)	Cost (US \$)
1. 2600, Food Assistance for New Settlers in the Indra Gandhi Nahar Project Area.	Wheat	31,018	13,108,800
	Ed. Oil	2,482	
	Pulses	2,482	
2. 2664Q, Rural Development in Mahendergarh District, Haryana	Wheat	2,144	974,500
	Ed. Oil	214	
	Pulses	214	
PROJECTS APPROVED BUT NOT YET OPERATIONAL			
3. 2206 Exp IV, Supplementary Nutrition Programme for Pre-School Children, Pregnant Women and Nursing Mothers	SFB	87,065	43,353,900
	Ed. Oil	10,305	
4. 2664, Rural Development in Mahendergarh District, Haryana	Wheat	17,904	7,151,100
	Ed. Oil	1,790	
	Pulses	1,790	

5. 2683, Socio-economic Development through Forestry Activities in Bihar	Wheat Ed.Oil Pulses	53,940 5,394 5,394	21,888,900
6. 2684, Socio-economic Development through Forestry Activities in Madhya Pradesh	Wheat Rice Ed.Oil Pulses	45,544 25,332 7,088 7,088	37,045,900
7. 2685, Socio-economic Development through Forestry Activities in Orissa	Wheat Rice Ed.Oil	41,235 11,465 5,270	25,134,900
8. 2751, Integrated Watershed Development & Afforestation in Uttar Pradesh	Wheat Veg.Oil Pulses	88,600 8,860 8,860	31,417,000

Provision of Employment to Landless

336. SHRI LAKSHMAN MALLICK : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether Government of India have sought information from the Government of Orissa regarding the employment and number of mandays provided to the landless persons in the rural areas in Orissa during 1983-84 till date; and

(b) if so, the expenditure incurred and the details regarding the targets fixed to be achieved during the Sixth Five Year Plan ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT (SHRI CHANDULAL CHANDRAKAR) : (a) Under the National Rural Employment Programme (NREP) and the Rural Landless Employment Guarantee Programme (RLEGP) employment generation is, at present, being monitored in terms of mandays generated.

(b) Under the NREP, the expenditure incurred during 1980-81, 1981-82, 1982-83, 1983-84 and 1984-85 (upto December, 1984) was Rs. 1891.89 lakhs, Rs. 1448.85 lakhs, Rs. 1283.62 lakhs, Rs. 1136.09 lakhs and Rs. 892.95 lakhs respectively. The employment generation target fixed under the NREP for 1980-81, 1981-82, 1982-83, 1983-84 and 1984-85 was Nil, 196.80, 160.00, 182.00, 175.00 lakh mandays respectively. As against this, the achievement has been 321.67, 194.31,

167.77, 132.26 and 90.47 (upto January, 1985) lakh mandays respectively. Under the RLEGP no expenditure was incurred during 1983-84 while during 1984-85 expenditure of Rs. 202.35 lakhs has been reported uptill the end of January, 1985. No target for employment generation was fixed under the RLEGP during 1983-84 nor was any employment generated during this period. During 1984-85, as against an annual target of 175.80 lakh mandays, employment to the extent of 17.60 lakh mandays has been generated upto the end of January, 1985.

Allotment of Government Accommodation to the Sons/Daughters/Wives of Government Servants

337. SHRIMATI MADHURI SINGH : Will the Minister of WORKS AND HOUSING be pleased to refer to the reply given to Unstarred Question No 47 on 21 January, 1985 regarding allotment of Government accommodation to the sons/daughters/wives of Government servants and state :

(a) the particulars (designations, type of accommodation) of dependent in whose cases allotment of same type was regularised in the year 1984, Ministry-wise ?

THE MINISTER OF WORKS AND HOUSING (SHRI ABDUL GHAFOOR) : (a) A statement is laid on the Table of the House [Placed in Library. See No. LT-557/85].

Setting up of TV Centre at Adoor

338. SHRI K. KUNJAMBU : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether Adoor, Kottarakkara and Punalur in the Pathananhitta and Quilon districts of Kerala are not covered by TV transmission at present ;

(b) if so, whether there is any proposal to set up a low power transmission centre at Adoor during the Seventh Plan; and

(c) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI V N GADGIL) :

(a) to (c) On completion of the approved scheme of augmenting the power of the existing 1 KW transmitter at Trivandrum to 10 KW, Adoor and Kottarakkara are expected to receive TV signals.

Telecast of Malayalam Programme from Trivandrum T.V. Transmission Centre

339. SHRI V.S. VIJAYARAGHAVAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether Malayalam Programmes are being televised from the T.V. Transmission Centre at Trivandrum ;

(b) whether these programmes can also be seen in other Centres in Kerala; and

(c) if not, the steps being taken to televise Malayalam Programmes from other Centres like Palghat, Cannanore, etc ?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI V.N. GADGIL) :

(a) Yes, Sir. Doordarshan Kendra, Trivandrum telecasts, on an average, 75 minutes of Malayalam programmes daily.

(b) No, Sir.

(c) As yet, there is no approved scheme to link the transmitter at Trivandrum with relay transmitters at Palghat and Cannanore.

Formation of National Wage Policy

340. SHRI PURNA CHANDRA MALIK : Will the Minister of LABOUR be pleased to state :

(a) whether the leaders of Central Trade Union Organisations suggested the formation of a National Wage Policy and also to the monitor the movement of prices at the same time so that no major disparity arose between wages and prices; and

(b) if so, when Government propose to consider the same ?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI T. ANJIAH) : (a) and (b) The Finance Minister had an informal pre-Budget meeting with the Trade Union leaders on 13.2.1985. The discussion covered a wide range of subjects. Some leaders underlined the need for evolving a proper wage policy as also indexation system for linking minimum wages to cost of living. The suggestions are of general nature and are kept in view in the formulation of Government policies from time to time.

[Translation]

Implementation of the Decision taken in the National Conference on Homeless

341. SHRI MOOL CHAND DAGA : Will the Minister of WORKS AND HOUSING be pleased to state :

(a) the decisions taken in the two days National Conference on Homeless held on 13 and 14 February, 1985 and the time by which these decisions are likely to be implemented;

(b) whether additional one crore twenty eight lakh dwelling units will be required as per the Seventh Five Year Plan;

(c) if so, the amount Government propose to provide therefor; and

(d) number of dwelling units, category-wise and State-wise to be made available ?

THE MINISTER OF WORKS AND HOUSING (SHRI ABDUL GHAFOOR) :

(a) A two day Interaction amongst the State Governments/Union territories Administrations was held on the 13th and 14th Feb., 1985. The consensus of opinion among the participants inter alia, are as follows :

1. the intended beneficiaries of the IYSH projects should comprise squatters and slum dwellers, shelterless and other disadvantaged sections of the society who are without facilities and services like drinking water, sanitation, health, education, job opportunities and the like.
2. single window approach should be adopted for tackling the problems of the shelterless.
3. An inventory of available land resources and continuous updating of data should be undertaken.
4. A minimum per centage of land should be allocated and ear marked for the purposes of providing shelter to the homeless.
5. A land bank should be created.
6. It should be mandatory for private developers to provide a minimum per centage of the total land developed for the poorest among the poor.
7. It should be made mandatory on all industrial units to allocate adequate land and resources for providing shelter to the workers:
8. There should be a two pronged attack namely creation of new housing stock and maintenance, restoration, improvement and expansion of the existing housing assets.
9. 25% increase in the present cost ceiling for economically weaker sections and rural housing schemes should be approved by the Government.
10. The rate of interest for shelter projects for intended beneficiaries should be lowered to 5%.
11. A Rural Housing Finance Corporation should be set up.
12. The shelter projects should be framed by taking feed back from the community.
13. The participation of voluntary agencies in rural housing programme should be encouraged.
14. A census of slums and marginal settlement should be carried out all over the country.
15. A long term land utilisation policy based on future economic development and demographic projections should be adopted.
16. To achieve intensive utilisation of land, strategy of 'low rise high density' development should be adopted.
17. The concept of incremental development be considered as a land development option.
18. A specific percentage of the total investment in housing should be reserved for shelter to intended beneficiaries of the IYSH Projects.
19. Macro level integrated land development plans should be prepared for each region by State Town and Country Planning Organisations.
20. Suitable extension agencies may be created to guide and coordinate extension work of various municipal authorities.
21. A committee may be set up to go into the multiplicity of organisations involved in human settlements work and to suggest suitable modifications in the institutional structure and also to suggest suitable mechanism for monitoring activities of different institutions.
22. The development programme of comparatively bigger villages should be prepared by the State Town and Country Planning Organisations.

23. While the subsidised rural housing should be continued, the practice of providing free housing should be discontinued.
24. Massive programme for regeneration of traditional building material should be launched.
25. The rural and urban shelter programme may be given allocation of plan resources in the ratio of 60 : 40 and in addition to plan funds resources from commercial banks should also be mobilised.
26. The Reserve Bank of India's restrictions on commercial bank loans for shelter should be liberalised and the procedures followed by financial institutions for financing shelter projects should be simplified.
27. In order to reduce the incidence of 'transaction cost' on the intended beneficiaries suitable amendments may be made to the existing legislations to reduce the cost of land acquisition registration, acquisition of title etc.
28. Research and development work in the field of shelter should be oriented to evolve 'Affordable Shelter' to the intended beneficiaries and the personnel of the implementing agencies should be trained in the new concepts and techniques of affordable shelter. The time frame for the IYSH is upto 2000 A.D.

(b) to (d) Seventh Five Year Plan is yet to be finalised.

[English]

Death due to Spraying of Agricultural Pesticides

342. SHRI C. MADHAVA REDDY : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether Government's attention has been drawn to the news report appearing in the "Indian Express" (New Delhi Edition) dated 5 February, 1985 concerning deaths due to spraying of agricultural pesticides in Brazil;

(b) whether any studies or monitoring have been done in India by ICAR and if so, details thereof,

(c) whether farmers have been apprised of the dangers involved and if so, details of training imparted over the last three years; and

(d) whether Government would encourage use of indigenous natural pesticides such as Neemseed and if so, details of actual usage over last three years ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) Yes, Sir.

(b) The Indian Council of Agricultural Research has launched an A-11 India Coordinated Research Project on Pesticide Residues to study and monitor the use of Pesticides and also for Quality control in the country. The following are the objectives of the Project :-

- a) To organise, promote and coordinate research on pesticide residues in agricultural produce and other components of the environment at All India level.
- b) To study the dissipation of pesticides in crops from 'Supervised trials' with recommended pesticides and work out safe time limits between pesticide application and consumption of the produce.
- c) To monitor the pesticide residues in the abiotic and biotic components of environment.
- d) To study the factors influencing the metabolism of pesticides in plants, soils and animals.
- e) To devise and improve sampling, extraction and analytical technology to facilitate quantification of pesticide residues and degradation products in soils, plants and animals and to provide facilities for 'quality assurance' to ensure reliability of residue data.
- f) To assist the Pesticides Laboratories of the Central Directorate of Plant Protection in testing and analysing market-

samples of pesticides for quality control.

g) To examine the effect of processing of food commodities for removal of pesticide residues.

h) To maintain up-to-date information on pesticides residues and to provide guidelines to research and extension workers in the country.

i) To help the Government in rationalisation of its policy in safe pesticide usage.

c) Under the provisions of Insecticides Rules 1971, it is mandatory on the part of a manufacturer of pesticide to provide a legally required label and leaflet along with a container of pesticide. These labels and leaflets are printed in Hindi, English and also in one of the Regional languages to facilitate the farmers to follow the prescribed safety precautions, symptoms of poisoning, First-aid and emergency treatment etc. The leaflets also contain the recommended doses and methods of application to avoid any possible health hazards due to wrong usage of pesticides.

The Central Plant Protection Training Institute at Hyderabad is imparting training to the functionaries from States/Union Territories in the field of plant protection. These trainees, in turn, disseminate the information to the farmers. Considerable emphasis is given in all the training courses on safe use of pesticides. Special training programmes are also organised for the agricultural aviation pilots to educate them in the safe handling of pesticides, their hazards to the human beings, cattle and other components of environment etc. A total number of 567 persons were trained during 1982-83, 502 during 1983-84 and 420 during 1984-85 (upto January, 1985).

For popularising the concept of integrated pest management, the Central Plant Protection Stations and Central Surveillance Stations of the Directorate of Plant Protection, Quarantine & Storage have adopted a number of villages in various parts of the country. During this programme, the farmers are also specifically apprised about the safe and effective use of pesticides.

The Central Directorate of Extension also helps in apprising the farmers about the safe handling of pesticides in their various training activities. Most of the State Departments of Agriculture organise 'Krishi Melas' and 'Shivirs' before the principal cropping seasons in which the safe use of pesticides remains an integral component. Besides, some States also organise regular training programmes for the farmers.

(d) The Government encourages the use of indigenous natural pesticides wherever they are safe and cost effective. Some safe natural pesticides like Pyrethrum are currently in use in the country in limited amount.

In recent years, 'Neem' seeds and their extraction have attracted attention primarily as an insect repellent. Good deal of research efforts by the scientists of the Indian Council of Agricultural Research as well as others have been devoted to make these preparations practical, but these have not yet been fully commercialised.

To popularise the use of 'Neem', the Indian Agricultural Research Institute has started publishing a Neem News letter, and Khadi & Village Industry Commission have also taken up the collection and supply of Neem seeds for user agencies. Since these efforts are not yet organised, no precise statistical data on its usage are available.

Unauthorised Occupation of Land in Basai Darapur

343. DR. A.K. PATEL :

SHRI C. JANGA REDDY : Will the Minister of WORKS AND HOUSING be pleased to state :

(a) whether Government's attention has been drawn to the press report that 112-bigha Government land worth crores of rupees situated in the Basai-Darapur area in Delhi is being occupied unauthorisedly on a large scale ; and

(b) the full facts and the action being taken in this regard ?

THE MINISTER OF WORKS AND HOUSING (SHRI ABDUL GHAFOR) :
(a) Yes.

(b) DDA has reported that the lands under dispute are 'Shamlat' land of the village. DDA had had fenced part of this land and constructed a shopping centre (about 70 shops/stalls) and a park adjacent to the centre in one corner of this land. The villagers occupied part of it and made unauthorised construction thereon. Two writ petitions filed by villagers are also pending in the High Court involving an area of about 20 acres. Stay orders were issued in these cases on January, 13 and May 26, 1982.

Pending hearing of the cases, villagers have started encroaching further and constructing unauthorisedly. DDA has taken two steps to meet the situation. They have requested Secretary (L & B), Delhi Administration to move applications for early hearing of the cases. They have also decided to remove encroachment from the park since it is not covered by the stay order.

Hiring of Private Godowns by Food Corporation of India

345. SHRI K. RAMAMURTHY : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether the Committee constituted to go into malpractices in the matter of hiring private godowns by the Food Corporation of India and in fixing hire charges has submitted its report and if so, the principal

recommendations and the action taken thereon ; and

(b) the details of private godowns that have been taken by FCI on hire. State-wise, the scheme for which was implemented by FCI in four phases and the annual hire charges that have been paid by FCI to each of the godown owner since the date of taking the godown on hire ?

THE MINISTER OF FOOD AND CIVIL SUPPLIES (RAO BIRENDRA SINGH) : (a) The Committee constituted by the Food Corporation of India to go into the matter of hiring of godowns in Andhra Pradesh under the ARDC Scheme has submitted its report. The Food Corporation of India, which set up the Committee, is considering the report.

(b) A Statement showing the number of godowns and the storage capacity taken on hire, State/Region-wise, is attached. The annual hire charges paid by the Food Corporation of India for the ARDC godowns during each year is given below :-

Year	Rent paid (Rs. in lakhs)
1978-79	881.32
1979-80	1319.77
1980-81	1437.67
1981-82	1422.88
1982-83	1310.36
1983-84	1151.68

Statement

S. No.	Name of the State/ Region.	Godowns taken on hire under ARDC Scheme.	
		Number	Storage Capacity (in lakh tonnes)
1.	Andhra Pradesh	71	4.40
2.	Assam	34	1.56
3.	Bihar	49	3.01
4.	Gujarat	13	2.30
5.	Haryana	75	6.44
6.	Karnataka	25	1.56
7.	Kerala	5	0 17

8.	Madhya Pradesh	52	3.16
9.	Maharashtra	12	2.57
10.	Orissa	5	0.23
11.	Punjab	185	17.06
12.	Rajasthan	141	3.73
13.	Tamil Nadu	41	2.35
14.	Uttar Pradesh	105	5.76
15.	West Bengal	7	0.69
16.	NEF Region	6	0.25
17.	Joint Manager (Port Operations), Calcutta	9	1.04
Total :		835	56.28

Workers Participation in Management of Public Sector Undertakings

346. DR. KRUPASINDHU BHOI : Will the Minister of LABOUR be pleased to state :

(a) the steps taken to ensure the maximum participation of Workers in the management of the public sector undertakings ;

(b) the benefits derived out of it, if any ; and

(c) the steps proposed to be taken to ensure full implementation of the workers' participation in the management with the target fixed for the purpose, if any ?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI T. ANJIAH) : (a) to (c) The Government have already notified a new comprehensive Scheme for Employees' Participation in Management in the Central Public Sector Undertakings vide its Resolution No. L. 56011/1/83-Desk I (B) dated the 30th December, 1983. It has also set up a Tripartite Committee on Employees' Participation in Management consisting of representatives of some of the Ministries, State Governments, Public Sector Undertakings and Worker's Organisations to review its working from time to time and to suggest remedial measures for securing full implementation of the Scheme. The progress of the Scheme was reviewed at the first meeting of the Tripartite Committee on the 23rd October, 1984.

Setting Up of Regional Film Institutes

348. SHRI PRIYA RANJAN DAS MUNSHI : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether there is no regional film institute in any part of India except the Pune Institute in Maharashtra ;

(b) whether Government will consider to set up an Institute in Bengal to inspire the talents in Eastern and North-Eastern India ; and

(c) if not, the reasons thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING : (SHRI V.N. GADGIL) :

(a) There is no regional film institute set up by the Government of India in any part of India. There is only one institute at Pune, named Film and Television Institute of India, Pune.

(b) and (c) At present, no proposal is under consideration for setting up another film institute in any other part of the country including West Bengal. The Institute in Pune, which is a premier Institute in Asia, serves the training needs of not only students from India but also from foreign countries. Admission to the Institute is made on all India basis. The written test for admission is conducted at Calcutta, Allahabad, Bangalore, New Delhi, Bombay and Trivandrum. It is proposed to include Gauhati also as an additional centre for the written test.

**Contract Labour System at the Godowns
for Loading and Unloading**

349. SHRI THAMPAN THOMAS :
Will the Minister of FOOD AND CIVIL
SUPPLIES be pleased to state :

(a) whether most of the work at various godowns under his Ministry is being carried by labour engaged on contract basis ;

(b) whether this loading and unloading is carried out as manual work ;

(c) whether the contractors engaged in this business are required to use trolleys ;

(d) if so, whether the contractors are actually making use of trolleys ; and

(e) if not, whether Government propose to include a clause for use of trolleys in the contract with the contractors engaged for the loading and unloading work ?

THE MINISTER OF FOOD AND CIVIL SUPPLIES (RAO BIRENDRA SINGH) : (a) and (b) The labour on contract basis is also engaged at godowns whenever required. The work is normally carried out manually.

(c) No, Sir.

(d) Trolleys are used occasionally.

(e) There is no such proposal under consideration at present.

**World Bank Aided Fisheries Projects
in the Country**

350. SHRI SOMNATH RATH : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) the number of inland fisheries projects implemented in different States with World Bank assistance ;

(b) whether any such project has been implemented in Orissa with World Bank assistance so far ;

(c) if so, the details thereof ; and

(d) the steps taken by Government for the development of inland fishery in Orissa and other States ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) and (b) A World Bank assisted Inland Fisheries Project is under implementation in the States of Bihar, Madhya Pradesh, Orissa, Uttar Pradesh and West Bengal.

(c) Under this project in Orissa it is envisaged to develop 16,000 ha. of water area for intensive fish farming through Fish Farmers Development Agencies set up in 11 districts. These Fish Farmers Development Agencies (FFDAs) will also impart training to 10,000 fish farmers to enable them to take up fish farming in village tanks and ponds. Construction and operation of 4 Fish Seed Hatcheries is also to be taken up to produce quality fish seed.

(d) Government of India have taken various steps to develop inland fishery in the country including Orissa besides the steps taken by the State Governments under State plan schemes. Some of the important steps are :-

i) Government of India is implementing FFDA programme for development of intensive fish farming in tanks and ponds in the country including Orissa.

ii) For creation of infrastructure for fish seed production, the following programmes have been launched by Government of India.

a) Setting up of Fish Seed Production units ranging from 2 to 5 ha. in 50 FFDA's including 2 in Orissa.

b) Setting up of commercial fish seed hatcheries for production of quality fish seed in 5 project States mentioned above.

c) Setting up of Fish Seed Hatcheries under National Fish Seed Programme in 12 States which are not covered by the World Bank Project.

- iii) Imparting training to fish farmers through Fish Farmers' Development Agencies set up through out the country.
- iv) Arranging subsidy on reclamation of tanks and ponds and for 1st year inputs and loan through Institutional Finance.
- v) Technical and extension Support to Fish Farmers on continuing basis.
- vi) Demonstration of high yielding technology.
- vii) Conducting Seminars, Symposia, workshops to discuss policies and problems of culture fishery sector.
- viii) Arranging long term lease of tanks and ponds to trained fish farmers through FFDAs.
- ix) Development of 1,500 ha. of Brackish water area for intensive Prawn and fish farming including Orissa on an area development approach.

Unemployed registered in Employment Exchanges during 1982-84

351. SHRI NARAYAN CHOUBEY :
SHRI HANNAN MOLLAH :
Will the Minister of LABOUR be pleased to state :

(a) the number of unemployed registered with employment exchange offices in the country as on 31 March, 1982, 31 March, 1983, 31 March, 1984 and 31 December, 1984 State-wise and qualification-wise; and

(b) how many during these periods have been sent for employment and how many have actually secured employment ?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI T. ANJIAH) : (a) Available information is furnished in the statements I-IV laid on the Table of the House. [Placed in Library. See No. LT-558/85].

(b) Relevant information is furnished in the statements V-VIII laid on the Table of the House. [Placed in Library, See No. LT-558-85].

Increase in Agricultural Production during Sixth Plan

352. SHRIMATI JAYANTI PATNAIK :
Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether his Ministry had taken steps to maximise agricultural production in different States during the Sixth Plan period;

(b) if so, what specific steps had been taken therefor in Orissa during the above plan period; and

(c) the details thereof ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) Yes, Sir.

(b) and (c) The specific steps taken to increase agricultural production and productivity in Orissa during the Sixth Plan period include the following:

(i) A Pilot Project for increasing Rice Production in the Eastern States has been taken up during 1984-85 as a Central Sector Scheme. This programme has been implemented in seven selected blocks of Orissa State for which a sum of Rs. 66.01 lakh was sanctioned to the State Government to overcome the short-term constraints for increasing the production and productivity of rice.

(ii) A Centrally Sponsored Scheme of assistance to Small and Marginal farmers for increasing Agricultural Production has been implemented since 1983-84. Under this scheme, an annual outlay of Rs. 5 lakh per block has been ear-marked. The Government of India's share is 50% i.e. Rs. 2.50 lakh per block. The scheme is in operation in all the 314 blocks of Orissa. A sum of Rs. 433.32 lakh was released during 1983-84 and Rs. 495.68 lakh during 1984-85 as Central share to the State Government.

(iii) The Central Sector Scheme for propagation of water conservation/harvesting technology for dry farming areas

is being implemented in Koraput district of Orissa from 1983-84 for developing about 600-700 ha. of land. A sum of Rs. 6,315 lakh was released to the Government of Orissa during 1983-84 and Rs. 5,05 lakh during 1984-85.

- (iv) In order to demonstrate on cultivators fields the effect of improved agronomic practices on the land already developed with soil and water conservation measures, a Centrally Sponsored Scheme for the development of dryland agriculture - popularisation of seeds-cum-fertiliser drills, growing of improved crop varieties and application of fertilisers etc. is being implemented from 1983-84. This scheme is also being implemented in the Koraput District. A sum of Rs. 4.21 lakh was released during 1983-84 and Rs. 4.79 lakh during 1984-85 to Government of Orissa as Central share.
- (v) National Oilseeds Development Project has been sanctioned during 1984-85 for development of groundnut, rapeseed-mustard, niger and sunflower, in Orissa. reorienting the existing Centrally Sponsored Scheme for intensive oilseed development programme. A sum of Rs. 122 lakh has been sanctioned for the year 1984-85.
- (vi) Under the Centrally Sponsored Scheme on development of pulses, assistance was provided to the State Government by way of subsidies on certified/truthfully labelled seed, rhizobium culture, plant protection chemicals, equipments and operational charges laying out demonstrations, production of breeder/foundation seeds, irrigation charges and also publicity for the production of pulses during summer so as to motivate the farmers to adopt improved package of practices. In Orissa this scheme is being implemented in the districts of Ganjam and Cuttack and the central share of Rs. 16.55 lakh was sanctioned during 1984-85. besides an amount of Rs. 13.175 lakh for summer moong production programme.

Constitution of a Wage Board for Journalists and Newspaper Employees

353. SHRI DHARAM PAL SINGH MALIK :

PROF. RAMKRISHNA MORE :

Will the Minister of LABOUR be pleased to state:

- (a) whether there is any proposal under consideration to constitute a Wage Board for journalists and newspaper employees in the country;
- (b) if so, the composition of the Board;
- (c) its terms of reference; and
- (d) the time by which the board will submit the recommendations/report to Government ?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI T. ANJIAH) : (a) to (d) A proposal to constitute Wage Board for working journalists and other newspaper employees is being examined.

Misuse of Residential Houses of Nirman Vihar

354. SHRI KAMAL NATH : Will the Minister of WORKS AND HOUSING be pleased to state:

- (a) whether it has come to the notice of Government that many residential houses in 'E' Block of Nirman Vihar, an East Delhi residential colony, are being used for offices, furniture workshop and automobile/painting workshop in contravention of the terms of the sub-leases executed by the allottees; and
- (b) if so, the steps taken by Government to remedy the misuse ?

THE MINISTER OF WORKS AND HOUSING (SHRI ABDUL GHAFOR) :

(a) Yes, Sir.

(b) Delhi Development Authority have issued notices under the terms of sub-lease deed for stoppage of the misuse.

Japanese Technical Cooperation to Improve Agricultural Production

355. SHRI R. ANNANAMBI : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether Government would consider the Japanese technical co-operation to improve agricultural productivity in India since productivity per hectare in Japan is nearly three times more than that in India;

(b) if so, the details thereof; and

(c) if not, the reasons therefor ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) to (c) At present there is no proposal under consideration for Japanese Technical Cooperation to improve agricultural productivity in India.

[*Translation*]

Setting up of High Power Doordarshan Relay Centre at Chobatia

*356. SHRI HARISH RAWAT : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether Government have received any representation regarding setting up of High Power Doordarshan Relay Centre at Chobatia in Ranikhet during the Seventh Five Year Plan period, and

(b) if so, the action taken in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI V.N. GADGIL) :

(a) Yes, Sir.

(b) There is no approved scheme as yet in this regard.

[*English*]

Implementation of Palekar Award

357. SHRI STYENDRA NARAIN SINHA : Will the Minister of LABOUR be pleased to state :

(a) Whether any State Government has reported that certain newspaper establishments are not implementing the Palekar Award for working journalists ; and

(b) if so, what action has been taken against these establishments ?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI T. ANJAIHA) : (a) Yes, Sir.

(b) The State Governments/Union Territory Administrations are responsible for enforcing the Award. Information received from various State Governments/ Union Territory Administrations indicates that they are taking legal and persuasive measures to have the Award implemented by the newspaper establishments.

Procurement and Sale Price of Rice

358. SHRI K. RAMACHANDRA REDDY : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether record 80 lakh metric tonnes has been procured so far as reported in Hindustan Times dated 24 February, 1985 ;

(b) what was the procurement price and sale price of rice and whether any losses were incurred by Government and if so, details of such losses including handling, transport and storage losses ;

(c) whether State Governments are debarred or discouraged from procurement of foodgrains in their own States and outside their States ; and

(d) if so, whether Central Government meet the requirements of State Government agencies for Public Distribution System and for any other welfare projects and if not reasons thereof ?

THE MINISTER OF FOOD AND CIVIL SUPPLIES (RAO BIRENDRA SINGH) : (a) Yes, Sir. A total of 80.64 lakhs MT of rice (including paddy in terms of rice) has been procured according to reports received upto 15.3.85.

(b) Paddy is purchased under price support. Rs. 137/-, Rs. 141/ and Rs. 145/ per quintal, for common, fine, and superfine varieties respectively. Rice is procured mainly under levy at prices based on the support prices of paddy and incidental charges of conversion as relevant to each State. The Central issue price of rice is Rs. 208.00, Rs. 220.00 and Rs. 235/- per quintal for common, fine and superfine varieties respectively. During 1983-84, consumer subsidy on rice, inclusive of transit and storage losses, was Rs. 66.70 per quintal.

(c) State Government are restricted from purchasing foodgrains in the open market on State Government account without the specific permission of the Government of India.

(d) Keeping in view the overall availability of stock in the Central Pool, relative needs of various States, market availability and other related factors, Government of India allot foodgrains to State Govts./Union Territories to meet the needs of the Public Distribution System and other schemes like the National Rural Employment Programme, Rural Landless Employment Guarantee Programme, Employment Generation Schemes, etc. However, allotment of foodgrains to State Govts./Union Territories under Public Distribution System is only supplemental in nature and does not aim at meeting the entire needs of the States.

Allotment of Rice to Gujarat

359. SHRI R.P. GAEKWAD : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether Government of Gujarat has recently requested the Centre to increase allotment of rice required for distribution under Public Distribution System ;

(b) whether Government are aware that the State Government has received 7,500 tonnes of rice from the Central Pool for Public Distribution System against its monthly demand of 25,000 tonnes of rice ;

(c) whether Government are also aware that due to heavy cut in allotment of

rice from the Central Pool, the State Government has to reduce the quantum of distribution of rice to 500 grams per head per month which is not adequate ; and

(d) if so, steps taken or proposed to be taken to increase rice allotment to Gujarat ?

THE MINISTER OF FOOD AND CIVIL SUPPLIES (RAO BIRENDRA SINGH) : (a) to (d) The Government of Gujarat have been allotted 7,500 tonnes of rice per month since October, 1982, against their monthly demand for 25,000 tonnes. In March 1983, they indicated that they had reduced the monthly scale of ration of rice to 500 grams per capita and requested for allocation upto their fully demand of 25,000 tonnes of rice per month. The request for increase in allocation, which was also repeated in June, 1984, however, could not be agreed to because of tight position of rice stocks in the Central Pool and keeping in view the fact that the shortfall in rice allocation was fully made good through extra allocation of wheat. The allocations from the Central Pool are, however, only supplemental in nature and are made on a month to month basis taking into account the overall availability of stocks in the Central Pool, relative needs of the various States, market availability and other related factors.

[Translation]

Construction of Sewer Lines for Resettlement Colonies

360. SHRI BHARAT SINGH : Will the Minister of WORKS AND HOUSING be pleased to state :

(a) whether construction of sewer lines was sanctioned for resettlement colonies and if so, whether the work of laying the sewer lines has not yet started in the resettlement colonies such as Mangolpuri, Sultanpuri and Nangloi No. 1, 2, 3, 4 and 5 ; and

(b) the time by which this work is likely to be started as per the decision ?

THE MINISTER OF WORKS AND HOUSING (SHRI ABDUL GHAFOOR) :

(a) Yes, Sir.

(b) The DDA has got the scheme for providing sewer lines in Mangolpuri, Sultanpuri and Nangloi Phase I, II and III approved by the MCD and further action for preparation of 'Notices Inviting Tender' and invitation of tenders is being taken to start the work at the earliest. The scheme has, however, not yet been approved by the MCD in respect of Nangloi Phase IV and V (Jwalapuri JJ Colony). It is, therefore, not feasible to lay down any time limit for starting the work in these two areas.

[English]

Assessment of Dairy Potential of Bidar

361. SHRI NARASINGRAO SURYA-WANSHI : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether Government have assessed the potentialities of 'Dairy Industries Development' in Bidar, Karnataka ;

(b) if so, when ;

(c) if not, the reasons thereof ; and

(d) whether Government are planning to assess the potentialities in near future, keeping in view the favourable and available infrastructure for such development ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) to (d) The Dairy Development Programme in Karnataka envisages to cover all the districts including Bidar under Operation Flood-II. The potentiality for taking up the programme in the State has been appraised in 1984.

Export of Wheat

362. SHRI B.V. DESAI : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether India has decided to export 1 million tonnes of wheat this year ;

(b) whether the food stocks with the Government and also the production in India has reached a target of 45.6 million tonnes;

(c) if so, what is the total quantity of wheat at present and how much is likely to be exported during 1985-86; and

(d) the countries to which this wheat is being exported ?

THE MINISTER OF FOOD AND CIVIL SUPPLIES (RAO BIRENDRA SINGH) : (a) to (d) It has been decided to supply one lakh tonnes of wheat as aid to some of the drought affected African countries.

The stock of foodgrains with the public agencies as on 1-2-1985 was 22.55 million tonnes, of which wheat was 13.99 million tonnes. The production of wheat during 1983-84 was 45.15 million tonnes.

The Government also keeps the option to export wheat from Government stock, if necessary and feasible.

Commissioning of Warehouse Near Tikkodi

363. SHRI K.P. UNNIKRISHNAN : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether the Food Corporation's Warehouse near Tikkodi, Calicut District, Kerala has been fully commissioned;

(b) if so, the capacity and staffing pattern thereof; and

(c) whether the warehouse is receiving adequate quantities of foodgrains ?

THE MINISTER OF FOOD AND CIVIL SUPPLIES (RAO BIRENDRA SINGH) : (a) and (b) A capacity of 40,000 tonnes is being constructed by the Food Corporation of India at Tikkodi in district Calicut, Kerala, of which a capacity of 30,000 tonnes has been completed and commissioned. The following staff has been provided at this godown:-

1. Assistant Manager (Depot)	1
2. Assistant Manager (Quality Control)	1
3. Assistant, Grade-I	4
4. Assistant, Grade-II	9
5. Assistant, Grade-III	3

6. Technical Assistant Grade-I	1
7. Jamadar	1
8. Head Watchman	1
9. Pickers	2
10. Dusting Operator	4
11. Watchman	17

The Assistant Manager (Quality Control) is also looking after the work of another depot.

(c) The godown is not receiving adequate quantities of foodgrains at present on account of rail-movement constraint and non-availability of railway siding presently at this centre. The siding is under construction.

Exodus of Agriculturists

364. SHRI BALASAHEB VIKHE PATIL : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether in order to check the continuous exodus of agriculturists from the rural areas to the urban site, Government have any scheme/plan to give loans to agriculturists against bank guarantees so that farmers/agriculturists could build small farm houses; and

(b) if so, the details thereof ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) No, Sir.

(b) Does not arise.

Organisation of International Film Festival by NFDC

365. SHRI PIYUS TIRAKY : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the National Film Development Corporation has been unsuccessful in organising International Film Festival in a meaningful manner ;

(b) the action being taken to make National Film Development Corporation

more efficient and worthy of the work entrusted to it; and

(c) whether Government propose to abolish National Film Development Corporation ?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI V. N. GADGIL) :

(a) The National Film Development Corporation organised the 10th International Film Festival of India in Delhi from January, 3-17, 1985. The Festival was a success as it has fully achieved its aim of providing a common platform for the cinematographers of the world to project the excellence of their film art; contributing to the understanding and appreciation of the film cultures of different nations in the context of their social and cultural ethos; and promoting friendship and cooperation among different peoples of the world-

(b) The Government are continuously monitoring the performance of National Film Development Corporation and corrective measures are suggested to the management whenever necessary.

(c) No, Sir.

Reservations in Indian Standard Institution

366. SHRI PIYUS TIRAKY : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) the total number of employees of Indian Standard Institution, Delhi, category-wise;

(b) what is the number and percentage of S.C. and ST employees;

(b) whether a number of posts at the I.S.I Delhi Office are lying vacant for a long time; and

(d) if so, the details of the vacant posts and the reasons for keeping them vacant ?

THE MINISTER OF FOOD AND CIVIL SUPPLIES (RAO BIRENDRA SINGH) : (a) The category-wise number of

employees in Indian Standard Institution as on 28th February, 1985 is as under :-

Grade	No. of employees
I	519
II	542
III	718
IV	397
Total :	2176

(b) Total number of SC/ST employees is 291 and the percentage is 13.4.

(c) No post at ISI Delhi Office has been lying vacant for a long time.

(n) In view of (c) above, the question does not arise.

**Number of Factories Closed Down
from January - March, 1985**

367. SHRI R.P. DAS :

SHRI NARAYAN CHOUBY :
Will the Minister of LABOUR be pleased to state :

(a) the number of factories closed down during the period 1 January to 15 March 1985;

(b) the reasons for their closure; and

(c) Government's initiative for opening of those factories ?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI T. ANAJIAH) : (a) to (c) According to information so far received in the Labour Bureau, there have been no closures of industrial units reported during the period from 1.1.1985 to 15.3.1985.

[Translation]

**Achievement of Target for IRDP by
the States**

368. SHRI DILEEP SINGH BHURIA :
Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether all the State Governments have achieved targets set for Integrated Rural Development Programme in the Sixth Plan ;

(b) if not, the names of State Governments which have failed to achieve the targets ;

(c) whether this programme is being included in the Seventh Five Year Plan in its present form or some new programme is being chalked out based on review of the achievements ; and

(d) if so, the details regarding size and financial outlay of the new programme ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT (SHRI CHANDULAL CHANDRAKAR) : (a) and (b) A statement showing the targets for the Sixth Five Year Plan and the number of beneficiary families assisted upto January, 1985 is attached. Since the Sixth Plan ends on 31st March, 1985, the final position of achievement will be available only thereafter.

(c) and (d) According to the "Approach To The Seventh Five Year Plan" as approved by National Development Council, the package of anti poverty programmes taken up in the Sixth Plan will continue at an accelerated pace in the Seventh Five Year Plan with better planning, closer monitoring and tighter organisation for effective implementation.

Statement

Statement showing progress of physical achievement vis a-vis target for the Sixth Plan under IRDP.

Sl. No.	Name of the States/UTs	Target 1980 to 1985	Achievement upto Jan. 1985
1.	Andhra Pradesh	979200	1152097
2.	Assam	402000	247000
3.	Bihar	1761000	1745423
4.	Gujarat	654000	701065
5.	Haryana	268200	436373
6.	Himachal Pradesh	207000	20897
7.	Jammu & Kashmir	270600*	13659
8.	Karnataka	555000	661408
9.	Kerala	440400	502008
10.	Madhya Pradesh	1375200	1321132
11.	Maharashtra	888000	894630
12.	Manipur	70200	43003
13.	Meghalaya	79200	22935
14.	Nagaland	63000	45256
15.	Orissa	942000	834503
16.	Punjab	352200	370148
17.	Rajasthan	700800	671161
18.	Sikkim	12000	8788
19.	Tamil Nadu	1131000	1362820
20.	Tripura	51000	46242
21.	Uttar Pradesh	241200	3270010
22.	West Bengal	1005000	551621
23.	A & N Islands	9650	792
24.	Arunachal Pradesh	104400	39013
25.	Chandigarh	2475	1172
26.	D & N Haveli	3000	1454
27.	Delhi	15000	16290
28.	Goa, Daman & Diu	35200	29346
29.	Lakshadweep	10800	1134
30.	Mizoram	60000	12458
31.	Pondicherry	12000	10218
ALL INDIA :		15100725	15342756

* Based on 113 Blocks of which 28 have been approved only in principle.

[English]

Suggestions by I.L.O. to Increase Monetary Incentives to Encourage Family Planning

369. SHRI LAKSHMAN MALLICK : Will the Minister of LABOUR be pleased to state :

(a) whether there have been any suggestions by the International Labour Organisation (ILO) to the Government of India to increase the monetary incentives to encourage family planning; and

(b) if so, the details regarding the suggestions made by the International Labour Organisation and the reaction of Government thereto ?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI T. ANJALIAH) : (a) No, Sir.

(b) Does not arise.

Production and Procurement of Potato

370. SHRI ANIL BASU : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) the quantum of Potato produced during the current season in the country and State-wise details thereof; and

(b) the quantum of Potato-purchased by Central Government from different States, State-wise, and at what rate ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) Final estimates of potato for 1984-85 are not yet due from the States. However, it is currently assessed that production during 1984-85 is likely to exceed the last year's level of 12.25 million tonnes.

(b) The Central Government do not purchase potatoes. The purchases of potato made by designated agencies during

the current year in different States are as follows :-

State	Quantity purchased (in qtls.)
Himachal Pradesh	9,341 (till 13.3.1985)
Punjab	36,386 (till 13.3.1985)
Uttar Pradesh	85,700 (till 12.3.1985)
West Bengal	8,000 (till 12.3.1985)

The support/intervention price of potato for the fair average quality has been fixed at Rs. 50/- per quintal.

Cost of Production of Potato and Fixation of Support Price

371. SHRI ANIL BASU : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) what is the total expenditure involved in growing a quintal of potato;

(b) the support price of potato per quintal; and

(c) the basis of fixing support price for potato and details thereof ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) As per the data collected under of the Comprehensive Scheme of Cost Cultivation, estimates of cash and kind expenditure by the farmers for growing one quintal of potato in Uttar Pradesh during 1981-82 was Rs. 28.56.

(b) and (c) For perishable commodities like potato the Government do not fix any minimum support price as in the cases of various agricultural commodities like wheat, paddy, oilseeds, pulses, etc. However, in the case of perishables, at the instance of the State Governments, the Government have been directing the designated agencies to undertake the market support operations at an indicative price. This price is fixed by mutual consultation between the Central and the State Governments. The indicative price gives due consideration to the likely expenditure incurred by the potato growers.

The indicative price fixed for the year 1984-85 is Rs. 50/- per quintal.

Procurement of Rice and Wheat

372. SHRI SOBHANADREESWARA RAO : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to lay a statement showing.

(a) the total quantity of paddy/rice procured from farmers/millers in 1983-84;

(b) the total quantity of wheat procured from farmers/millers in 1983-84;

(c) the price paid for a quintal of paddy rice/wheat to the farmers/millers in 1983-84;

(d) the overheads incurred for one quintal paddy/rice/wheat in procurement and storage;

(e) issue price of rice/wheat to the consumers in 1983-84; and

(f) the steps taken by Food Corporation of India to reduce the overheads ?

THE MINISTER OF FOOD AND CIVIL SUPPLIES (RAO BIRENDRA SINGH) : (a) During 1983-84 kharif marketing season, about 2.70 million tonnes of paddy was purchased from the farmers about 6.02 million tonnes of rice procured from the millers.

(b) During 1983-84 rabi marketing season, about 8.29 million tonnes of wheat was procured.

(c) For 1983-84 kharif and rabi marketing seasons, paddy was purchased at support price of Rs. 132.00, Rs. 136.00 and Rs. 140.00 per quintal for common, fine and superfine varieties respectively. The price of rice purchased under levy from millers was fixed on the basis of the support prices for paddy and incidental charges of conversion as relevant to each State. The procurement price of wheat was Rs. 151.60 per quintal for the year 1983-84.

(d) The expenditure incurred on procurement and storage of paddy, rice and wheat during the year 1983-84 are as under :-

	(Rate Rs. per quintal)		
	Paddy	Rice	Wheat
Procurement Expenses	24.17	11.11	24.17
Handling expenses on distribution (Includes storage of Rs 3.06)	—	46.87	46.87

(e) Central issue prices of rice and wheat during the relevant period were as follows :

RICE	(Rs. per quintal)	
	WITH EFFECT FROM 1.10.1982	16.1.1984
Common	188.00	208.00
Fine	200.00	220.00
Super-fine	215.00	235.00

WHEAT	WITH EFFECT FROM	
	1.8.1982	15.4.1983
	160.00	172.00
	(For PDS)	(For PDS)

Central Government supplies rice and wheat to the State Governments at the above rates. The State Governments fix the consumer prices after adding their incidental costs.

(f) The Food Corporation of India is making constant endeavour to reduce the cost of storage and distribution by optimisation of the use of resources through more efficient movement, better storage capacity utilisation, reduction of storage and transit shortages by introducing machine stitching of bags etc.

Population Covered by TV in Kerala

374. SHRI V.S. VIJAYARAGHAVAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the total population covered by TV in Kerala;

(b) the area that are not covered by the existing transmission Centres; and

(c) the plans being chalked out to put these areas too on the TV coverage ?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI V.N. GADGIL) : (a) and (b) At present 25% population of Kerala is covered by TV service. On commissioning of the high power (10 KW) transmitter and Cochip and augmentation of the power of transmitter at Trivandrum to 10 KW, about 71% population of Kerala excluding that in Wayanad district is expected to be covered.

(c) There is no approved scheme to further extend the coverage.

Cyclone in Nellore District of Andhra Pradesh

375. SHRI N.R. VENKATARATNAM: Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) extent of damage suffered by Nellore district of Andhra Pradesh in the recent cyclone as estimated by the A.P. Government and the Central Team sent by Union Government; and

(b) amount requested by the Government of Andhra Pradesh and the amount sanctioned by the Central Government and the rationale adopted in granting less amount ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) According to the Government of Andhra Pradesh the extent of damage in the district of Nellore due to cyclone that occurred in November, 1984, is as follows :

i) No. of villages affected 811

ii) Population affected	12 58 lakhs
iii) Cropped area affected	1.49 lakh ha.
iv) Area sand cast	2,200 ha.
v) No. of houses/huts damaged	2.50 lakh
vi) No. of lives lost	578
vii) No. of cattle head lost	18389
viii) Estimated value of damages to public property.	Rs 46 47 crores

(b) The State Government requested Central assistance of Rs. 114.86 crores for relief rehabilitation, repairs and restoration of public utilities and cyclone preparedness. They also asked for a loan of Rs. 1 crore for assistance to APCOB for additional credit limit. The above amounts are meant for not only Nellore but also for the districts of Chittoor, Prakasam and Cuddapah. The Central Team visited the State and had detailed discussions with the State Government officials and had also on the spot inspections of some affected areas. On the basis of the recommendations of the Central Team and also Inter-ministerial High Level Committee on Relief, a ceiling of Central Assistance of Rs. 37.8 crores and the actual expenditure on Army assistance was sanctioned to the State Government for relief measures in these districts. The recommendations of the Central Team and the High Level Committee are on the basis of the existing norms. It is for the State Government to allocate the assistance amongst the affected districts.

Fixation of Price of Agricultural Products to Control Price Index

376 SHRI BALASAHEB VIKHE PATIL: Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether the cost of agricultural produce constitute a major factor for determining the price index ;

(b) if so, what steps are being taken to maintain the prices of agricultural produce so that the price level does not shoot high thereby adversely affecting the agriculturist; and

(c) whether in achieving the above objective, Government would ensure that the economic interests and welfare of the agriculturist are not sacrificed ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) The value of marketable surplus of agricultural produce constitutes the basis for constructing the weighting diagram of Index Numbers of Wholesale Prices (Base 1970-71=100).

(b) and (c) While fixing the support prices of agricultural commodities, Government takes into consideration several factors including the interests of producers and consumers. The issue prices of cereals supplied through public distribution system are subsidised by the Government in the interest of the consumers. Further, to keep the prices under check steps are taken to increase production, maintain buffer stocks of foodgrains and arrange imports and restrict exports when required, to augment domestic availability.

Production of Foodgrains in 1984

377. **SHRI G.G. SWELL :** Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) the quantum of foodgrains production during the year 1984 in the country ;

(b) the total cultivated area ;

(c) how does it compare with the Chinese production of last year and the total Chinese land under cultivation ; and

(d) whether government have made a study in regard to the difference and come to same conclusions ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) to (c) A statement giving area and production of foodgrains in India during 1983-84 and in China during 1983 (latest available from FAO Production Year Book in the case of latter) is given below :-

Area—Million hectares

Production—Million tonnes

Crop	India (1983-84)		China (1983)*	
	Cropped Area	Production	Cropped Area	Production
Cereals	106.94	138.89	94.54	343.73
Pluses	23.41	12.65	4.88	6.04
Foodgrains	130.35	151.54	99.42	349.77

*FAO estimate

In case of China, cereals include paddy (unhusked). In the Indian Official statistics given above cereals include paddy in terms of cleaned rice (excluding husk)

(d) According to an assessment made by ICAR, it is observed that productivity

in China is more than that in India due to :

i) more irrigated area

ii) intensive agricultural practices

iii) application of integrated pest management

- iv) timely operations
- v) extensive inter and multiple cropping systems
- vi) application of more organic fertilisers; and
- vii) quick transfer of technology mechanism.

Further the average rate of application of chemical fertilisers in China is about 121 Kgs. per hectare as compared to 35 Kgs. per hectare in India during 1981-82. Similarly, area under machine cultivation in China has gone up to 45 million hectares. It is because of these reasons that the productivity in China is higher than that in India

Setting up of a Garbage Plant in New Delhi

378. SHRI G. G. SWELL : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

- (a) whether he inaugurated a garbage plant in New Delhi ;
- (b) the cost of the plant, its capacity, the price at which the fertilizer will be available to the consumers ; and
- (c) whether additionally he is considering hydroponics as a means of augmenting vegetable production in Delhi and other big cities ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) Yes, Sir.

(b) The New Delhi Municipal Committee has set up the compost plant at a cost of Rs. 191.47 lakhs including the cost of infrastructure to feed the plant. The plant has a capacity to process 200 tonnes of raw garbage per day. At present, the compost is available at a cost of Rs. 40/- per tonne plus Rs. 2/- per tonne as loading charges, ex-factory gate.

(c) There is no such proposal under consideration at present.

Arrears to Cane Growers

380. SHRI ANAND SINGH : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether Government's attention has been drawn to the news-item captioned 'Bitter sugar for Champaran Cane-growers' in the Patriot dated February 8, 1985 reporting that huge arrears amounting to around Rs. 26 crores due to 10 lakh cane growers of the Champaran district has accumulated against the nine sugar mills in the area since 1982 and 1983 ;

(b) If so, whether Government have collected official figures about the extent of latest sugarcane arrears in this area and other sugar growing areas, if so, the details thereof indicating the arrears, in the beginning of each year since 1982 added and cleared during each year ; and

(c) The steps Government propose to take to ensure clearance of dues to sugar cane growers year to year ?

THE MINISTER OF FOOD AND CIVIL SUPPLIES (RAO BIRENDRA SINGH) : (a) Yes, Sir.

(b) The position of cane price dues against sugar mills in the Champaran District and other areas of Bihar from the beginning of the 1982-83 season upto 31.1.85 is given in the statement attached.

(c) Ensuring payment of cane price arrears is the direct responsibility of the State Governments, who have the necessary field organisations and powers to enforce such payments. The Central Government monitors the position and issues directions to State Governments, from time to time for expeditious clearance of cane price arrears. The State Governments have been advised to keep a watch on cane price payments from the beginning of the season itself. Check on malpractices by mills also has to be ensured by the State Government concerned.

The Central Government, on its part, has been taking steps aimed at improving the liquidity of the industry to enable it to pay the cane dues. The steps taken over the last 2-3 years include liberalisation of bank credit facilities, reduction in bank margins on credit against sugar stocks, change in the method of valuation of sugar stocks to the benefit of

the industry, judicious monthly releases of free-sale sugar for maintaining desired level of prices, creation of buffer stocks against which industry was entitled to 100% credit

in addition to holding costs, etc. Besides, ways and means advances have also been granted to a few States in the context of high cane price arrears in those States.

Statement

Statement showing the cane price payable, paid and the amounts outstanding in respect of sugar mills in the Champaran District and other areas of Bihar from 1982-83 season upto 31.1.1985.

(Figures in Rs./lakhs)

Sl. No.	Particulars	Champaran District	Other areas of Bihar	Total Bihar
1982-83				
1.	Cane Price arrears as on 30.9.82 for 1981-82 and earlier seasons.	546.42	681.27	1227.69
2.	Cane price payable for 1982-83.	4556.55	4263.07	8819.62
3.	Total	5102.97	4944.34	10047.31
4.	Price paid during 1982-83.	3474.52	2871.77	6346.29

(Figures in Rs./lakhs)

Sl. No.	Particulars	Champaran District	Other areas of Bihar	Total Bihar
1983-84				
1.	Cane price arrears as on 30.9.83 for 1982-83 and earlier seasons.	1628.45	2072.57	3701.02
2.	Cane price payable for 1983-84.	2628.00	2291.13	4919.13
3.	Total	4256.45	4363.70	8620.15
4.	Price paid during 1983-84.	3134.49	3246.95	6381.47
1984-85				
1.	Cane price arrears as on 30.9.84 for 1983-84 and earlier seasons.	1121.96	1116.72	2238.68
2.	Cane price payable for 1984-85 season upto 31.1.85.	1077.53	893.59	1971.12
3.	Total	2199.49	2010.31	4209.80
4.	Price paid during 1984-85 upto 31.1.85.	1151.23	983.34	2134.57
5.	Arrears as on 31.1.85 for 1984-85 and earlier seasons.	1048.26	1026.97	2075.23

Estimated Foodgrains Yield from Rabi Crop

381. SHRI ANAND SINGH : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) the estimated amount of foodgrains yield from the Rabi Crop during the year 1984-85 so far, item wise, and how the same compares with the targets fixed under the Sixth Plan ; and

(b) the targets of procurement fixed for the same, item-wise and State-wise and the steps taken in that regard so far ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) Sixth Plan Production targets for 1984-85 for the Rabi Foodgrains-itemwise are as under :

Crop	Production target (million tonnes)
Rice (Summer)	4.50
Wheat	45.60
Coarse Cereals	5.30
Cereals	55.40
Gram	5.85
Pulses	8.43
Foodgrains	63.83

Production estimates for 1984-85 for the above crops have not yet become due. In most of the States even harvesting is yet to commence. Hence, it is too early to give any firm estimates of likely production.

(b) The procurement of wheat etc. at support prices takes place under voluntary offers by the farmers, and as such no targets for the same are fixed.

Production of Wheat, Rice and Pulses

382. SHRI K. RAMAMURTHY : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) the quantity of wheat, rice and each pulse crop produced from 1981 to 1984, State-wise and year-wise ;

(b) efforts made to increase production of each of the above crops; and

(c) the criteria Government propose to adopt to rationalise resources, allocations and their efficient utilisation ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) Year-wise and State-wise production estimates of wheat, rice, gram, tur and other pulses (Kharif and Rabi separately) are available in published form in the publication entitled 'Area and Production of Principal crops in India 1981-84' and its Supplement issued by the Directorate of Economics & Statistics, Department of Agriculture & Cooperation, which has been supplied to Parliament Library.

(b) Efforts made to increase production of rice, wheat, pulses and other crops include :

- i) a massive programme of irrigation development under which particular attention is paid to cover small and marginal farms.
- ii) extension support to increase average yields;
- iii) provision of adequate credit, supply of inputs, particularly of seeds, fertilisers and pesticides, large-scale distribution of minikits, assured supply of diesel and electricity for agricultural operation during critical periods of crop growth; and
- iv) appropriate price support measures for different crops.

Special programmes for achieving a break-through in the productivity of pulses have been undertaken under the New 20-Point Programme.

An accelerated production programme for increasing production of rice in the eastern region has been taken up. Under this Plan the constraints to productivity will be identified at the block level and development programmes formulated to overcome these constraints.

(c) Rational allocation and utilisation of limited resources of land, water and inputs, particularly seeds, fertilisers, credit and pesticides with due consideration of economic, agro-climatic and other relevant factors has been the main strategy for augmenting agricultural production and productivity

Implementation of RLEGP

383. KUMARI PUSHPA DEVI :

SHRI SAIFUDDIN CHOWDHARY:

Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether his Ministry has introduced a scheme to register workers under the Rural Landless Employment Guarantee Programme (RLEGP) ;

(b) if so, the purpose of the introduction of such scheme ;

(c) the progress made in implementing Rural Landless Employment Guarantee Programme in 1983-84 and 1984-85 in different States ; and

(d) the State-wise target set for implementing Rural Landless Employment Guarantee Programme in the above years ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT (SHRI CHANDULAL CHANDRAKAR) : (a) and (b) No, Sir.

(c) and (d) The progress of expenditure and employment generation under the RLEGP for 1983-84 and 1984-85 alongwith the State-wise target for employment generation for 1984 85 is indicated in the attached statement. No State wise target for employment generation was fixed for 1983-84.

Statement

Statement showing the State-wise progress of expenditure and employment generation under the RLEGP during 1983-84 and 1984-85 as per information received upto 28-2-1985

Sl. No.	States/U.Ts.	1983-84 (Rs. in lakhs)		1984-85 (Rs. in lakhs)		Employment Generation (Lakh Mandays)		
		Alloca- tion	Expendi- ture	Alloca- tion	Expenditure (Provisional)	19-3-84	Target	Achieve- ment (Provisional)
1.	Andhra Pradesh	99.0	—	4950.0	3692.54	—	231.11	134.25
2.	Assam	216.0	127.41	1080.0	485.00	12.30	63.38	16.33
3.	Bihar	1425.0	—	7125.0	2107.63	—	392.15	173.43
4.	Gujarat	320.0	30.19	1600.0	1044.00	1.61	83.71	64.00
5.	Haryana	84.0	3.08	420.0	177.87	Negligible	15.35	3.72
6.	Himachal Pradesh	60.0	—	300.0	199.00	—	17.03	11.11
7.	Jammu & Kashmir	75.0	—	375.0	58.48	—	17.31	2.74
8.	Karnataka	470.0	83.08	2350.0	1095.94	7.75	169.16	111.19
9.	Kerala	470.0	0.26	2350.0	727.00	0.03	107.92	17.59
10.	Madhya Pradesh	780.0	107.70	3900.0	1229.61	8.43	243.76	171.10
11.	Maharashtra	790.0	—	3950.0	1701.60	—	309.84	185.79
12.	Manipur	11.0	1.15	55.0	6.82	—	2.55	0.46
13.	Meghalaya	15.0	—	75.0	...	...	4.33	...
14.	Nagaland	10.0	10.00	50.0	...	0.66	2.44	1.15

15. Orissa	450.0	...	2250.0	202.35	—	175.80	17.60
16. Punjab	135.0	...	675.0	28.50	...	20.41	11.77
17. Rajasthan	240.0	50.54	1200.0	729.69	5.59	62.22	48.49
18. Sikkim	8.0	3.20	40.0	2.19	0.23	2.04	0.23
20. Tamil Nadu	890.0	49.98	4450.0	3880.52	2.69	298.16	242.96
21. Tripura	33.0	20.86	165.0	71.04	1.85	9.67	0.61
21. Uttar Pradesh	1705.0	130.93	8525.0	6303.05	10.53	456.34	290.24
22. West Bengal	770.0	...	3850.0	414.48	...	301.02	29.10
23. A&N Islands	8.0	...	40.0	...	...	2.82	...
24. Arunachal Pradesh	8.0	...	40.0	...	...	2.04	...
25. Chandigarh	2.0	—	10.0	3.38	...	0.39	0.24
26. D&N Haveli	4.0	—	20.0	...	...	1.67	...
27. Delhi	4.0	...	20.0	3.59	...	0.70	0.11
28. Goa, Daman & Diu	9.0	...	45.0	23.50	—	2.51	1.61
29. Lakshadweep	2.0	...	10.0	4.89	...	0.51	0.43
30. Mizoram	8.0	...	40.0	15.64	...	0.83	1.22
31. Pondicherry	8.0	2.71	40.0	13.98	0.29	1.83	1.38
ALL INDIA	10000.0	621.09	50000.0	24,196.29	51.96	3000.0	1538.85

Special Status of Immunity to ICRISAT

384. SHRI MOHD. MAHFOOJ ALI KHAN :

SHRI VIJAY KUMAR YADAV

SHRI INDRAJIT GUPTA :

SHRI NARAYAN CHOUBEY

SHRI HANNAN MOLLAH :

SHRI AMAL DATTA :

SHRI R.P. DASS :

SHRI SAIFUDDIN CHOWDHURY : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(i) whether the International Crops Research Institute for Semi-Arid Tropics (ICRISAT), Hyderabad, which employs several foreigners was given a status of 'United Nations' which confers a special status of immunity ;

(b) if so, the reasons therefor ;

(c) whether following the unearthing of espionage network in the country, Government have considered the desirability of reviewing the policy with regard to the status of the scientific agencies particularly in the sensitive areas with a view to checking spying activities under the cover of research and collaboration; and

(d) if so, what steps have been taken by Government in this direction ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) and (b) No, Sir.

Certain limited privileges and immunities have been accorded to the ICRISAT under para 3 of the United Nations (Privileges and Immunities) Act, 1947. The privileges and immunities accorded to ICRISAT are in accordance with the Memorandum of Agreement of March, 1972 between the Government of India and the Consultative Group on International Agricultural Research, for the establishment of the International Crops Research Institute for the Semi-Arid Tropics (ICRISAT).

(c) and (d) Government is fully conscious of the security of scientific agencies located in sensitive areas.

Television Coverage in Sindhudurg and Ratnagiri Districts of Maharashtra

385. PROF. MADHU DANDAVATE : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether there has been a persistent and a strong demand for providing adequate facilities to Sindhudurg and Ratnagiri districts of Maharashtra to ensure proper reception of television programmes ;

(b) if so, the steps being taken to ensure television coverage in Sindhudurg and Ratnagiri ; and

(c) the time by which the television facilities will be made available in these districts ?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI V.N. GADGIL) :

(a) Demands for providing TV service to Sindhudurg and Ratnagiri districts have been received.

(b) and (c) Sindhudurg district is expected to get coverage when TV transmitter at Ranaji is commissioned on full power of 10 KW during 1985-86. Extension of TV service to uncovered areas of the country, including Ratnagiri district depends on availability of resources for future expansion of the TV network.

International Decade for Water Supply and Sanitation

386. PROF. MADHU DANDAVATE : Will the Minister of WORKS AND HOUSING be pleased to state :

(a) the main programmes undertaken by Government under the International Decade for water supply and sanitation generally or specifically for Scheduled Castes and Scheduled Tribes;

(b) the achievements, shortfalls and expenditure, State-wise in respect of the above ; and

(c) the steps envisaged to overcome the shortfalls and weaknesses relating to the States significantly lagging behind in respect of both water supply and sanitation ?

THE MINISTER OF WORKS AND HOUSING (SHRI ABDUL GHAFOR) :

(a) The objective during the International Drinking Water Supply and Sanitation Decade is to provide safe and adequate drinking water to 100 per cent of rural and urban population and sanitation facilities to 80 per cent of urban population and 25 per cent of the rural population. Water supply and sanitation are State subjects and State Governments have to formulate and implement schemes for achieving the objectives of the Decade. The Centre has prepared a National Master Plan for the purpose and laid down the policy guidelines. Provision for drinking water and sanitation is made in the budget of the States. Central Government releases grants under the Accelerated Rural Water Supply Programme for supplementing the resources of the States for covering problem villages identified in 1980 with atleast one source of safe drinking water. During 83-84 and 84-85 grants were also released to States based on performance in achieving the targets of coverage of problem villages. There is no separate earmarking of funds under ARP for Scheduled Castes/Scheduled Tribes. States, have, however, been instructed to locate every new source in the habitations of Scheduled Castes provided it is logistically and technically possible to do so.

(b) State-wise coverage of problem villages till 31.12.84 is given in Statement I. [Placed in Library. See No. LT-559/85]. Population wise coverage of Scheduled Castes/Scheduled Tribes under the Rural Drinking Water Supply Programme for 81-82 to 84-85 (upto September, 84) is given in Statement-II. [Placed in Library. See No. LT-559/85].

Expenditure under Minimum Needs Programme during 80-81 to 82-83/outlays for 83-84 and 84-85 is given in Statement-III [Placed in Library. See No. LT-559/85]. The grants released to the States under ARP during 1980-85 and under Incentive Scheme during 83-84 and 84-85 are given in Statement-IV. [Placed in Library. See No. LT-559/85].

(c) The provision that will become available for water supply and sanitation

sectors for achieving the goals of the International Drinking Water Supply and Sanitation Decade keeping in view the progress achieved so far will be known only after the Seventh Five Year Plan is finalised. The States, however, have been requested to step up their provision in the sector of water supply and sanitation adequately during the Seventh Five Year Plan.

Procurement and Distribution of Foodgrains

387. **PROF. MADHU DANDAVATE :** Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) the main items of foodgrains procured by Government in the past three years, in terms of value State-wise and year-wise each year;

(b) the statewise distribution of the above items for the past three years and the value thereof, State-wise;

(c) the latest available details of main items of foodstocks with the Government ;

(d) what is considered by Government as the 'Safe' level of foodstocks ; and

(e) the inputs, if any, supplied by the Food Corporation of India to the producers of foodgrains from whom procurement is made ?

THE MINISTER OF FOOD AND CIVIL SUPPLIES (RAO BIRENDRA SINGH) : (a) Statements showing State-wise procurement of foodgrains for the marketing seasons 1981-82, 1982-83 and 1983-84 are attached as Annexures I, II and III respectively. The State agencies are required to procure foodgrains at support/procurement prices fixed by the Government. Statements indicating support/procurement prices are laid on the Table of the House. [Placed in Library. See No. LT-560/85].

(b) Statement showing State-wise distribution of foodgrains from Central Pool during the years 1982, 1983 and 1984 is attached (Annexure VI). The foodgrains were issued for distribution at the Central issue Prices fixed by the Government. A

statement showing issue prices of foodgrains is laid down on the Table of the House. [Placed in Library. See No. TL-560/85].

(c) The total stock of foodgrains with the public agencies as on 1.2.85 was 22.35 million tonnes consisting of 8.25 million tonnes of rice, 13.99 million tonnes of wheat and 0.11 million tonnes of coarse grains

(d) As per buffer stocking policy of the Government, the buffer stock of foodgrains to be maintained by the public agencies should be 10 million tonnes over and above the operational stocks which on different dates of the year, would range between the lowest figure of 6.5 million tonnes on 1st April and the highest figure of 11.4 million tonnes on 1st July.

(e) No inputs (over and above the support price) are supplied by the Food Corporation of India.

Application from Burn Standard Company to Close Down its Refractory Units

388. SHRI HANNAN MOLLAH : Will the Minister of LABOUR be pleased to state :

(a) whether Burn Standard Company Limited has applied to his Ministry for clearance to close down its refractory units;

(h) if so, details thereof; and

(c) reaction of his Ministry thereto ?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI T. ANJIAH) : (a) to (c) Yes Sir. The Management of Burn Standard Company Limited have given notices of closure of their Durgapur Works and Raniganj No. 2 Works with effect from 20th May, 1985 seeking permission of the Central Government for the intended closures under the Industrial Disputes (Amendment) Act, 1982. The matter is under consideration.

Seminar "Interaction-I" for International year of Shelter for the Homeless

389. SHRIMATI KISHORI SINHA : Will the Minister of WORKS AND HOUSING be pleased to state :

(a) whether a seminar titled "INTER-ACTION-I" was held recently regarding the programme for International Year of Shelter for the Homeless: 87;

(b) if so, the recommendations of this seminar; and

(c) whether a programme on the lines of these recommendations is being drawn up ?

THE MINISTER OF WORKS AND HOUSING (SHRI ABDUL GHAFOOR) :

(a) Yes, Madam.

(b) The consensus of opinion among the participants, inter-alia, is as follows;

1. the intended beneficiaries of the IYSH projects should comprise squatter and slum dwellers, shelterless and other disadvantaged sections of the society who are without facilities and services like drinking water, sanitation, health, education, job opportunities and the like.
2. Single window approach should be adopted for tackling the problems of the shelterless.
3. An inventory of available land resources and continuous updating of data should be undertaken.
4. A minimum percentage of land should be allocated and earmarked for the purpose of providing shelter to the homeless.
5. A land bank should be created.
6. It should be mandatory for private developers to provide a minimum percentage of the total land developed for the poorest among the poor.
7. It should be made mandatory on all industrial units to allocate adequate land and resources for providing shelter to the workers.
8. There should be a two pronged attack namely creation of new housing stock and maintenance, restoration, improvement and expansion of the existing housing assets.

9. 25 percent increase in the present cost ceiling for economically weaker section and rural housing schemes should be approved by the Government.
 10. The rate of interest for shelter projects for intended beneficiaries should be lowered to 5 percent.
 11. A Rural Housing Finance Corporation should be set up.
 12. The shelter projects should be framed by taking feed back from the community.
 13. The participation of voluntary agencies in rural housing programme should be encouraged.
 14. A census of slums and marginal settlement should be carried out all over the country.
 15. A long term land utilisation policy based on future economic development and demographic projections should be adopted.
 16. To achieve intensive utilisation of land, strategy of 'low rise high density' development should be adopted.
 17. The concept of incremental development be considered as a land development option.
 18. A specific percentage of the total investment in housing should be reserved for shelter to intended beneficiaries of the IYSH Projects.
 19. Macro level integrated land development plans should be prepared for each region by State Town and Country Planning Organisations.
 20. Suitable extension agencies may be created to guide and coordinate extension work of various Municipal authorities.
 21. A Committee may be set up to go into the multiplicity of organisations involved in human settlement work and to suggest suitable modifications in the institutional structure and also to suggest suitable mechanism for monitoring activities of different institutions.
 22. The development programme of comparatively bigger villages should be prepared by the State Town and Country Planning Organisations.
 23. While the subsidised rural housing should be continued, the practice of providing free housing should be discontinued.
 24. Massive programme for regeneration of traditional building material should be launched.
 25. The rural and urban shelter programme may be given allocation of plan resources in the ratio of 60:40 and in addition to plan funds resources from commercial banks should also be mobilised.
 26. The Reserve Bank of India's restrictions on commercial bank loans for shelter should be liberalised and the procedures followed by financial institutions for financing shelter projects should be simplified.
 27. In order to reduce the incidence of 'transaction cost' on the intended beneficiaries suitable amendments may be made to the existing legislations to reduce the cost of land acquisition, registration, acquisition of title etc.
 28. Research and development work in the field of shelter should be oriented to evolve 'Affordable Shelter' to the intended beneficiaries and the personnel of the implementing agencies should be trained in the new concepts and techniques of affordable shelter.
- (c) It is for the State Governments to draw up suitable programmes.

Subsidised Foodgrains to Weaker Sections by States

390. SHRIMATI KISHORI SINHA : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) the States that have been supplying subsidised foodgrains to weaker sections;

(b) the subsidy involved in each case and what is the financial implication of this subsidy; and

(c) whether Government have provided foodgrains allocation from its pool for these schemes?

THE MINISTER OF FOOD AND CIVIL SUPPLIES (RAO BIRENDRA SINGH) : (a) to (c) Allocations of foodgrains from the Central Pool are made to various States Union Territories at subsidised prices to enable them to implement the public distribution system which aims primarily at supplying foodgrains to the consumers, particularly the vulnerable sections of the population, at reasonable prices. A statement indicating supplies of foodgrains from the Central Pool for the public distribution system in various States/Union Territories for the year 1984 is attached. The consumer subsidy involved per quintal on issue of rice and wheat from the Central Pool (without incidence of storage and transit losses) is estimated at Rs. 60.07 and Rs. 53.51, respectively, for 1984-85.

Statement

Supplies of rice and wheat from Central Pool for public distribution system in respect of various States/UTs during the year 1984

(Figures in '000 tonnes)

States/UTs	SUPPLIES	
	Rice	Wheat
Andhra Pradesh	984.0	93.6
Assam	220.8	141.3
Bihar	83.7	270.9
Gujarat	91.8	17.8
Haryana	9.1	54.6
Himachal Pradesh	31.4	23.3
Jammu & Kashmir	122.8	88.6
Karnataka	231.8	77.6
Kerala	1322.6	146.1
Madhya Pradesh	150.8	44.9

Maharashtra	272.6	330.5
Manipur	26.8	11.5
Meghalaya	80.6	14.5
Nagaland	48.0	9.3
Orissa	38.2	144.2
Punjab	1.7	12.9
Rajasthan	4.5	15.2
Sikkim	36.4	3.3
Tamil Nadu	271.5	91.5
Tripura	85.3	6.1
Uttar Pradesh	237.1	103.6
West Bengal	962.2	802.3
A&N Islands	4.0	4.9
Arunachal Pradesh	35.8	3.9
Chandigarh	2.9	2.8
A&N Haveli	0.9	Neg
Delhi	153.7	358.4
Goa, Daman & Diu	33.6	14.9
Pondicherry	5.3	1.1
Mizoram	58.7	6.1
Lakshadweep	4.0	Neg.

Total All States/UIs 5612.6 2903.7

Neg = Below 50 tonnes.

Legislation to make Workers' Right to Literacy A Basic Labour Right

391. SHRI CHINTAMANI JENA : Will the Minister of LABOUR be pleased to state :

(a) whether the governing body of the Central Workers Education Board has suggested to Government to enact a legislation to make workers' right to literacy a basic labour right :

(b) if so, what steps Government are considering to take in this regard; and

(c) what other measures are being taken to provide educational facility to the workers to remove illiteracy among them ?

THE MINISTER OF STATE OF THE
MINISTRY OF LABOUR (SHRI T.
ANJIAH) : (a) No, Sir.

(b) Does not arise.

(c) As a part of the National Adult Education Programme, the Central Board for workers Education has been conducting functional adult literacy classes in the organised sector since 2nd October, 1978 through 43 Regional Centres spread all over the country. The duration of these classes is 6 months. The main thrust is in the plantation and mining areas where rate of illiteracy is very high.

Import of Chemical-Coated Seeds to India

392. SHRI CHINTAMANI JENA :

SHRI Y S. MAHAJAN :

SHRI DHARAM PAL SINGH

MALIK : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether Government's attention has been drawn to news-item published in the Hindustan Times dated 6 February, 1985 regarding "Chemical-coated wheat seeds sent to India" ;

(b) if so, the names of the countries from whom such seeds were purchased ;

(c) whether these seeds were tested ; if so, what is the result and whether these seeds were distributed to the farmers for growing ;

(d) if so, the details thereof ; and

(e) what are the effects of these seeds and what action has been taken by Government against the suppliers ?

THE MINISTER OF AGRICULTURE
AND RURAL DEVELOPMENT (SHRI
BUTA SINGH) : (a) Yes, Sir.

(b) The seeds were received (not purchased) for experimental purposes from the International Centre for Maize & Wheat Research in Mexico and the International Centre for Research in Dry Land Agriculture, Aleppo, Syria.

(c) & (d) Yes, Sir. The seeds were tested by the experts in the Plant Quarantine Division of the National Bureau of Plant Genetics Resources of the ICAR located in the Campus of the Indian Agricultural Research Institute, New Delhi, first under laboratory conditions and subsequently under post quarantine nursery in the field conditions under strict vigilance. Only a few plants were found to carry either the Loose Smut disease or the flag Smut. These were destroyed along with four adjacent healthy rows on either side of the infected plants. The remainder of the experimental seed material was harvested and made available to the concerned scientists through the ICAR Project Directorate of Wheat.

(e) The seeds harvested from the experimental nurseries were healthy and were meant for strengthening the genetic variability in the wheat breeding programme. The procedure followed is part of the collaborative programmes with the above named international research centres for developing better and high yielding wheat varieties. The question of taking any action against the suppliers of the experimental seed material does not therefore arise.

Panels on Wage Policy

393. SHRI CHITTA MAHATA : Will the Minister of LABOUR be pleased to state :

(a) whether Government have formed the panels on wage policy ; and

(b) if so, the details thereof and the recommendations made so far by the panels ?

THE MINISTER OF STATE OF THE
MINISTRY OF LABOUR (SHRI T.
ANJIAH) : (a) No, Sir.

(b) Does not arise.

Attack on Rameshwaram Fishermen by Lanka Navy

394. SHRI CHITTA MAHATA : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether fishermen in Rameshwaram are unable to earn their livelihood due to the threat from the Lankan Navy ; and

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

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) ; (a) and (b) Information is being collected.

Inadequate Advertisement to Small and Medium Newspapers

395. SHRI CHITTA MAHATA : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether small and medium newspapers are not getting their due share of advertisements from Government and Public Undertakings ; and

(b) if so, the details in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI V. N. GADGIL) : (a) and (b) No, Sir. The Government advertisements routed through the Directorate of Advertising and Visual Publicity are released in adequate quantity to small and medium newspapers. During 1983-84 in monetary terms these papers accounted for 66% approximately of the advertisements released through Directorate of Advertising and Visual Publicity. However, it is not incumbent on the Public Undertakings to route their advertisements through the said agency.

Setting up of a Low Power Transmitter at Pattanatitta, Charalkiunnu and Iakki in Kerala

396. PROF. P. J. KURIEN : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether any request has been received by Government that Low Power Transmitter (L.P.T) Centres may be set up at Pattanatitta, Charalkunnu and Iakki so as to cover substantial parts of Kerala ; and

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

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI V. N. GADGIL) : (a) and (b) Requests for provision of wider T.V. coverage in Kerala have been received from time to time. With the commissioning of 10 KW transmitter at Cochin and augmentation of the power of the existing transmitter at Trivandrum to 10 KW, several districts of Kerala, including Quilon district, are expected to be covered fully. Extension of TV service to various uncovered parts of the country, including Kerala will depend on availability of resources for future Plans of TV Expansion.

Supply of Foodgrains to Kerala

397. PROF. P. J. KURIEN : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) the total monthly requirement of foodgrains in Kerala for distribution through Public Distribution System;

(b) how much has been supplied by the Centre during 1984 with monthly break-up; and

(c) the steps taken to meet the full requirement of Kerala ?

THE MINISTER OF FOOD AND CIVIL SUPPLIES (RAO BIRENDRA SINGH) : (a) and (b) A statement indicating the total monthly demand, allotment and offtake of foodgrains for the Public Distribution System in respect of Kerala during the year 1984 is attached.

(c) Allocations of foodgrains from the Central Pool to various States/Union Territories, including Kerala, for Public Distribution System are made on a month to month basis, taking into account the overall availability of stocks in the Central Pool, relative needs of the various States, market availability and other related factors. These allocations are only supplemental in nature to market availability.

Statement

Demand, Allotment & Offtake of Foodgrains from the Central Pool in Respect of Kerala for Public Distribution System during the Year 1984.

(In '000 Tonnes)

Month	Demand	Allotment	Offtake
January	150.0	145.0	122.0
February	150.0	145.0	117.8
March	150.0	145.0	134.0
April	150.0	145.0	113.4
May	155.0	145.0	125.8
June	155.0	145.0	127.8
July	155.0	155.0*	112.5
August	155.0	155.0*	155.1
September	155.0	155.0*	109.9
October	155.0	155.0*	113.5
November	155.0	145.0	116.0
December	155.0	145.0	120.9
TOTAL	1840.0	1780.0	1468.7

(*) Includes 10,000 tonnes of rice allotted on ad hoc basis.

Slower Pace of Growth of Crops during Sixth Plan

398. SHRI B.V. DESAI: Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state:

(a) whether the growth rates fixed for the Sixth Plan were unlikely to be achieved in regard to foodgrains, paddy, pulses, sugarcane, cotton, jute, and mesta;

(b) to what extent the targets of foodgrains were not achieved during the Sixth Five Year Plan; and

(c) to what extent the deficiencies will be removed and improvement made for achieving the targets in the Seventh Five Year Plan?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH): (a) Firm estimates of

agricultural production crop-wise are available till 1983-84. On the basis of these, it is observed that the growth rates in the production of foodgrains and paddy during the first four years of the Sixth Plan were higher than the targetted growth rates. In respect of pulses, the growth rate achieved is marginally short of the targetted growth rate. As regards cotton, jute, and mesta and sugarcane, due to unfavourable weather conditions during 1983-84, these crops were affected adversely. As such the achievement was below the targetted level. However, their growth rates are expected to improve in the year 1984-85.

(b) Firm estimates for both kharif and rabi crops during 1984-85 have not yet become available from all the States. It is, therefore, not possible to make any assessment of the shortfall, if any, vis-a-vis the Sixth Plan targets.

(c) During the Seventh Plan, the strategy would be to ensure easy availability of all critical inputs, including high yielding variety seeds, improved technology, fertilisers, irrigation, credit, plant protection etc. and also adequate price incentives to the farmers in achieving the targets.

Allocation of Funds for Rural Employment Programme

399. SHRI B.V. DESAI: Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state:

(a) whether Government propose to allocate more funds for rural employment programme and the same is likely to be stepped up substantially in the next financial year; if so, the details thereof;

(b) whether the objectives of these schemes are being modified to make them more effective;

(c) whether the major thrust now would be on bringing about an overall improvement of life in the rural areas by creating suitable assets through employment generation projects;

(d) if so, the improvements that are likely to be made; and

(e) by what time the results will be known?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT (SHRI CHANDULAL CHANDRAKAR) : (a) to (c) The basic objectives of the Rural Employment Programmes at present are generation of productive employment and creation of durable productive assets. Though the Seventh Five Year Plan is yet to be finalised, the Approach To The Seventh Five Year Plan 1985-90, clearly states "the emphasis on rural employment through NREP, RLEGP and IRDP will continue with better planning, closer monitoring and higher organisation for effective implementation".

Involvement of Banks in the Process of Lending Funds for Housing

400. SHRI B.V. DESAI : Will the Minister of WORKS AND HOUSING be pleased to state :

(a) whether Government propose to involve Central financing institutions and banks more actively in the process of lending funds for housing;

(b) if so, whether any concrete formula has been prepared in this regard by his ministry and forwarded to the banks;

(c) whether the nationalised banks have agreed to help in providing funds at a reasonable rate for the development of housing in the country;

(d) if so, whether this scheme will greatly help in providing shelter to the people on a large scale; and

(e) if so, how much has been set off, so far by the banks for providing funds to the housing projects in the country ?

THE MINISTER OF WORKS AND HOUSING (SHRI ABDUL GHAFOOR) :

(a) and (b) The question of increased participation of central financing institutions and Banks in the process of lending funds for housing has been taken up with the Ministry of Finance (Deptt. of Banking) and central institutions. The determination of a concrete formula will depend on the outcome of the discussions, and finalisation of the outlays under the Seventh Five Year Plan.

(c) This is covered in the reply to (a) & (b) above.

(d) The scheme, when finalised, will be helpful in this direction.

(e) As per the guidelines issued by Reserve Bank of India in 1979, a specific amount is earmarked each year as housing finance. Since 1982, an amount of Rs. 65 crores out of a total of Rs. 150 crores is meant for individuals and the remaining for Housing and Urban Development Corporation, State Housing Boards and Housing Development Finance Corporation. The augmentation of these amounts would depend on the outcome of the discussions referred to in reply to (a) & (b) above and finalisation of the Seventh Five Year Plan.

Occupation of Building Belonging to Andhra Pradesh Government

401. SHRI N. VENKATARATNAM : Will the Minister of WORKS AND HOUSING be pleased to state :

(a) whether Government are in occupation of certain buildings in New Delhi belonging to Government of Andhra Pradesh;

(b) whether the occupation is under any agreement of rent; if so, the conditions thereof;

(c) the amount of rent being paid by the Central Government to the Government of Andhra Pradesh and the expenditure incurred by the Government of Andhra Pradesh on the maintenance of those buildings;

(d) whether the Government of Andhra Pradesh requested the Central Government to vacate the buildings; and

(e) if not, so far vacated, the reasons therefor ?

THE MINISTER OF WORKS AND HOUSING (SHRI ABDUL GHAFOOR) :

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

Sale of Plant Protection Chemicals in Black Market

402. SHRI N. VENKATARATNAM : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether Government are aware that the plant protection chemicals are being sold to the ryots of cotton, chillies, groundnut and turmeric in black market, and

(b) if so, the steps taken by Government to impose statutory price control on those chemicals to save ryots from exploitation by the manufacturers ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) At present, there is no statutory control on the prices of pesticides. Hence, there can be no question of sale of pesticides in black market. Prices, however, vary from place to place and manufacturer to manufacturer. The main factors contributing to high prices of pesticides are the Customs duties, Sales Tax, increase in prices of raw material, freight rate, cost of utilities, cost of packaging material, cost of labour and staff etc.

(b) With a view to examining the feasibility, or otherwise, of imposing a Statutory price control on pesticides, a Study has been entrusted to the Bureau of Industrial Costs & Prices.

[Translation]

Vacation of Government Accommodation by Ex-Ministers and Ex-Members of Parliament

403. **SHRI DILEEP SINGH BHURIA :** Will the Minister of WORKS AND HOUSING be pleased to state :

(a) the names of Ex-Ministers and Ex Members of Parliament who possess Government accommodation and the period since when they are in possession of this accommodation ;

(b) the total amount of rent outstanding against each of them ;

(c) the action taken so far to get the accommodation vacated and to realise the outstanding amount of rent from them ; and

(d) further action being taken in this regard ?

THE MINISTER OF WORKS AND HOUSING (SHRI ABDUL GHAFOR) : (a) and (b) A statement in respect of general pool accommodation is attached.

(c) and (d) Action to get the accommodation vacated and to realise the outstanding dues is being taken as per rules.

Statement

Sl. No.	Name of Ex-Minister/ Ex-MPs	Particulars of accommodation	Date of Cancellation	Amount dues as on 28.2.85
1	2	3	4	5
1.	Prof. D P. Chattopadhyay Ex-MP	AB-14, Mathura Road Type VII	9.8.81	Rs. 4405.25
2.	Shri S.S. Sisodia Ex-M.P.	11, Talkatora Road Type VIII	June '84	Rs. 7859 90
3.	Shri Bhisma Narain Singh Ex-M.P.	1, Teen Murti Marg Type VIII	15.5 84	Rs. 73959 00
4.	Shri A.B. Vajpayee Ex-M.P.	6, Raisina Road Type VIII	31.1.85	Rs. 6894.84
5.	Prof. Satya Deo Singh Ex-M.P.	7, Raisina Road Type VIII	31.1.85	Rs. 5103.40

1	2	3	4	5
6.	Shri Baleshwar Ram Ex-M.P.	9, Ashoka Road Type VIII	31.1.85	Rs. 9584.99
7.	Shri Magan Bhai Barot Ex-M.P.	9, Thyagraj Marg Type VIII	31.1.85	Rs. 7219.48
8.	Shri Charan Jit Singh Ex-M.P.	$\frac{1}{2}$ of 18, Ashoka Road Type VIII	31.1.85	Rs. 3383.45
9.	Shri D.D. Shastri Ex-M.P.	$\frac{1}{2}$ of 18, Ashoka Road Type VIII	31.1.85	Rs. 6641.85
10.	Shri P.N. Tandon Ex-M.P.	18, Janpath Type VI	31.1.85	Rs. 1510.48
11.	Shri A.R. Mallu Ex-M.P.	24, R.P. Road, Type VI	31.1.85	Rs. 2388.64
12.	Shri R.Y. Ghorpade Ex-M.P.	14, Tughlak Road Type VIII	31.1.85	Rs. 8341.84
13.	Shri Rasheed Masood Ex-M.P.	5, B.D. Marg Type VI	31.1.85	Rs. 9886.43
14.	Shri Samar Mukharjee Ex-M.P.	6, Ashoka Road Type VIII	31.1.85	Rs. 4369.75
15.	Shri N.D. Tiwari Ex-M.P.	3, Krishan Menon Marg Type VIII	31.1.85	Rs. 12599.90
16.	Shri A.A. Rahim Ex Minister	7, Tughlak Road Type VIII	31.1.85	Rs. 8146.15
17.	Shri K.V. B. Reddy Ex Minister	23, Safdarjang Road Type VIII	31.1.85	Rs. 6099.20
18.	Shri H.N. Mishra Ex-Minister	6, B.D. Marg Type VI	31.1.85	Rs. 3337.80
19.	Shri Malikarjun Ex-Minister	3, Circular Road Type VIII	31.1.85	Rs. 3301.90
20.	Shri Vir Bhadra Singh Ex-M.P.	AB-20, Mathura Road	17.11.83	Nil
21.	Late Shri B.R. Nahata Ex-M.P.	$\frac{1}{2}$ of 12, Willingdon Crescent Type VIII	7.12.83	Rs. 59236.25
22.	Shri Dhanik Lal Mandal Ex-M.P.	6, Janpath (since vacated Type VIII after 28.2.85)	31.1.85	Rs. 6325.74
23.	Shri K.C. Pandey Ex-M.P.	1, Electric Lane Type VI	31.1.85	Rs. 2115.87
24.	Shri Fateh Singh Rao Gackwad, Ex-M.P.	7, Dupleix Lane Type VIII	30.11.84	Rs. 2740.10

**Linking of Tribal and Backward Areas
with the Doordarshan Services**

404. **SHRI DILEEP SINGH** : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether Government have finalised any programme to like the tribal and backward areas with the Doordarshan services on priority basis ;

(b) the steps taken so far to link the tribal districts of Madhya Pradesh with the Doordarshan service ; and

(c) the time by which these districts will be linked with this service either by Relay Centre or independently ?

**THE MINISTER OF STATE OF THE
MINISTRY OF INFORMATION AND
BROADCASTING (SHRI V.N. GADGIL)** :

(a) With the completion of the schemes taken up during the VI Plan period, TV service is expected to be available to about 70% population of the country in whole or parts of 339 districts; including 91 tribal districts.

(b) and (c) Parts of 16 tribal districts of Madhya Pradesh are expected to receive TV service with the completion of the schemes on hand.

**Tripartite National Labour Conference
held in September 1982**

405. **SHRI MOOL CHAND DAGA** : Will the Minister of LABOUR be pleased to state :

(a) whether a decision was taken unanimously in the Tripartite National Labour Conference in September, 1982 that Industrial Relation Commissions at Central and State levels be set up to resolve industrial disputes ;

(b) if so, the time by which this decision will be implemented ; and

(c) the reasons for not implementating it so far ?

**THE MINISTER OF STATE OF THE
MINISTRY OF LABOUR (SHRI T.
ANJIAH)** : (a) to (c) The recommenda-
tions of the National Labour Commission

were considered by the National Labour Conference, which constituted a Committee under the Chairmanship of Shri Sanat Mehta for detailed examination of the matter. The Sanat Mehta Committee had recommended the setting up of Industrial Relations Commissions. As the issue has far-reaching consequences, the matter requires detailed scrutiny.

**Expenditure on Central ARID Zone Research
Institute**

406. **SHRI MOOL CHAND DAGA** : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) the annual expenditure incurred on the Central Arid Zone Research Institute, Jodhpur and the places where its branches have been opened and the purpose of setting up this Institute ;

(b) the expenditure incurred on its Branches functioning in Pali and Sojat in district Pali during the last three years, year-wise ;

(c) the extent to which farmers have benefited thereby ; and

(d) whether assessment in this regard has ever been made and if so, when ?

**THE MINISTER OF AGRICULTURE
AND RURAL DEVELOPMENT (SHRI
BUTA SINGH)** : (a) The annual expenditure for the year 1983-84 incurred on the CAZRI Jodhpur and its centres was Rs. 120.86 lakhs under the Plan and Rs. 83.03 lakhs under the Non-Plan. The Institute has four Regional Research Centres located at Pali, Bikaner and Jaisalmer in Rajasthan State and Bhuj in Gujarat State. In addition to the above, the Institute has eleven Range Management and Soil Conservation Centres located in Western Rajasthan. These are Chandan, Khetolai, Lawan, Beechwal, Bhopalgarh. Borunda, Bilaspur, Jadan, Samdari Jaswantgarh and Palsana.

The main purpose of establishing this institute is to develop suitable arid land

technology for sustained agricultural production in these areas.

(b) The Sojat Centre is not a part of CAZRI, Jodhpur. It was transferred to the State Government in 1969.

The expenditure on the Pali centre for 1981-82, 1982-83 and 1983-84 was Rs. 8.70 lakhs, Rs. 9.80 lakhs and Rs. 9.50 lakhs respectively.

(c) The Institute has successfully demonstrated improved arid land technology through Operational Research Projects, Lab to Land Programme, Krishi Vigyan Kendra, Organisation of Kisan Melas and Farmers' Training Programme etc.

Under the Lab to Land Programme, 200 families have been adopted. Nearly 1200 to 1800 farmers participate in the farmers' field day every year where proven technology is demonstrated to them.

(d) Yes, Sir. Impact studies are made from time to time and the results are useful as guidelines for refining the future Research Programmes of the Institute and also for developing better linkages with the cultivators of the area.

[English]

Overstaffing and Losses in Food Corporation of India

407. SHRI MOOL CHAND DAGA : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether there was overstaffing in Food Corporation of India and there was a huge Engineering Cell in it ;

(b) if so, what action has been taken to streamline its working for better and economical results ; and

(c) the annual losses to Food Corporation of India during the last three years and reasons for the same alongwith action taken by Food Corporation of India in this regard ?

THE MINISTER OF FOOD AND CIVIL SUPPLIES (RAO BIRENDRA SINGH) : (a) & (b) The staff of Food

Corporation of India is commensurate with its requirements. The Food Corporation of India has an Engineering Division to look after the large scale expansion programme of construction and maintenance of godowns and its modern rice mills.

(c) The Food Corporation of India is the main agency for execution of the food policies of the Central Government and the deficit in its operations is reimbursed to it in the form of subsidy by the Central Government. The food subsidy during the last three years has been as under :-

Year	Rs. (in crores)
1982-83	710
1983-84	835
1984-85 (R.E.)	1100

Increase in Price for Levy Sugar

408. SHRI BALASAHEB VIKHE PATIL : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether minimum price of sugar cane has been raised over the years in all States in the country:

(b) whether Government are contemplating any increase in price for levy sugar; and

(c) if not, the reasons therefor ?

THE MINISTER OF FOOD AND CIVIL SUPPLIES (RAO BIRENDRA SINGH) : (a) The statutory minimum price of sugarcane payable by sugar factories to the cane growers remained at the level of Rs. 13.00 per quintal linked to a sugar recovery of 8.5 per cent for the seasons 1980-81, 1981-82 and 1982-83. For the season 1983-84, it was raised to Rs. 13.50 per quintal linked to 8.5 per cent recovery. It has been further increased to Rs. 14.00 per quintal for the current season 1984-85. The minimum sugarcane price is uniformly applicable to all the States.

(b) and (c) The matter of announcing a fresh levy price for 1984-85 sugar year is under examination of the Government.

Coverage of Pune and Nasik Nagar Area by TV Net Work

409. SHRI BALASAHEB VIKHE PATIL : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the area between Pune and Nasik Nagar is presently not being covered by TV network;

(b) if so, whether Government propose to take suitable measures to set up at least a Relay Centre so that the needs of the people of this area can be fully met;

(c) whether Government propose in addition, to extend the TV net work so as to cover places which are 25 kms apart; and

(d) the allocation made under the Seventh Plan for TV net work expansion ?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI V.N. GADGIL) :

(a) Yes, Sir.

(b) to (d) The 7th Plan, which includes proposals for further extension of TV service is yet to be approved.

Drought in Rajasthan

410. SHRI C. MADHAVA REDDY : SHRI N. VENKATARATNAM : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether Rajasthan is again in the grip of drought and if so, whether adequate steps have been taken to offset distress and provide relief; and

(b) whether Government have worked out some method and mechanism for handling recurring drought condition in the country and if so, details thereof ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) According to the Government of Rajasthan, 21 District out of 27 Districts of the State have been affected by drought in 1984. The State Government

have already undertaken relief measures and Central assistance has already been provided.

(b) Two Programme. viz; Drought Prone Areas Programme (DPAP) and Desert Development Programme (DDP) have been functioning since 1970-71 and 1977-78 respectively. The objectives of these Two Programmes are to develop the Drought Prone and Semi Arid Areas including agriculture developments and afforestation.

Potential of Inland and Marine Fisheries in the Country

411. SHRI C. MADHAV REDDI : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) the total potential of Inland and marine fisheries in the country and actual catch for last 3 years;

(b) whether India's vast potential is poorly utilised and if so, reasons thereof:

(c) whether National Commission for Agriculture had made any recommendations on the subject in 1976 and if so, details of implementation thereof;

(d) whether most of these recommendations remain unimplemented; and

(e) if so, steps taken in the direction of implementation ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) The National Commission on Agriculture envisaged a production level of 35 lakh tonnes and 45 lakh tonnes from marine and inland fisheries resources respectively by 2000 A.D. The actual catch for the last three years is as follows :

Year	Production in lakh tonnes		
	Marine	Inland	Total
1981	14	10	24
1982	14	9	23
1983	16	10	26

(Provisional)

(b) The potential of fisheries is being increasingly exploited through several schemes and programmes being implemented both under States and Central Sectors. The production of fish in the country has gone up from 7.51 lakh tonnes in 1950-51 to 26 lakh tonnes in 1983-84,

(c) Some of the important measures which have been taken by the Government on the recommendations of the National Commission on Agriculture are as follows:

- (i) assistance by the State in diversifying fishing activities and motorization of indigenous craft through loans/subsidy;
- (ii) augmentation of deep sea fishing fleet through a judicious mix of indigenous, imported and chartered fishing vessels;
- (iii) providing 33% subsidy on the cost of indigenously constructed deep sea fishing vessels;
- (iv) providing loans on soft term for purchase of deep sea fishing vessels through the Shipping Development Fund Committee;
- (v) augmentation of Fisheries Surveys and assistance for construction of fishing harbours at major and minor ports and of the landing and berthing facilities at smaller fishing centres; and
- (vi) regulation of fishing by foreign vessels in the Exclusive Economic Zone. For this purpose, 'The Maritime Zones of India (Regulation of Fishing by Foreign Vessels) Act, 1981' has come into force with effect from 2nd November, 1981.
- (vii) training programme on scientific aquaculture with provision of stipend for inland fish farmers;
- (viii) setting up of Fish Farmers' Development Agencies to promote fish farming in tanks and ponds by providing institutional finance in the form of credit and subsidy for fish ponds reclamation and first year inputs and

technical extension support to the farmers for fish culture activities;

(ix) increasing fish seed production by setting up modern fish seed farms/hatcheries in all the major States to make them self-sufficient in seed production;

(x) development of brackish water areas in coastal and inland States for production of prawn/fish farming and establishment of prawn hatcheries.

(d) No, Sir.

(e) does not arise.

[Translation]

Service Institutions for Development of Agriculture

412 DR. A.K. PATEL : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state:

(a) whether the Acharya Working Group constituted by his Ministry has recommended adoption of service institutions instead of subsidy approach for the development of agriculture and has stated that, keeping in view the increasing regional inter-crop disparities, various agriculture schemes and projects should be allowed to be formulated at State level instead of all India level;

(b) the details of targets proposed for 1985-86 and the nature of advice given to States in this context ; and

(c) the details of reaction of various States in regard to those recommendations ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH): (a) The Working Group on Agricultural Production for the formulation of Seventh Five Plan has recommended that in the Seventh Plan there has to be a clear commitment to strengthening of the institutional framework for meeting the requirements of farmers. The Working Group, however, does not recommend adoption of this strategy instead of subsidy approach. The Working Group recognises that some subsidies are

very necessary but recommends that they should be at source rather than administered at farmer level. The report also recommends that a considerable amount of flexibility should be built into the centrally sponsored schemes which should be formulated at the State level taking into account the specific constraints in each agro-climatic zone.

(b) The production targets for principal crops for the year 1985-86 as proposed in the report of the Working Group on Agricultural Production are given below :

Crop	Production Target 1985-86 (In lakh tonnes)
------	--

1. Rice	645.00
2. Wheat	491.45
3. Coarse grains	320.10
4. Pulses	135.00
5. Oilseeds	136.00

The State Government were addressed in December, 1984, indicating the salient thrusts proposed in the Working Group Report for the VII Plan, and requesting them to prepare area-specific projects for some of the newly proposed programmes. The State Governments were again advised in this regard in February, 1985 in the context of the budget provisions likely to be available in 1985-86.

(c) States have been addressed in the matter.

[English]

Amount Allotted to States Under RLEGP

413. SHRI AJOY BISWAS : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state:

(a) total amount allotted to different States under the Rural Landless Employment Guarantee Programme;

(b) total target fixed and the realisation of the target by different States under this programme; and

(c) whether Government propose to provide more funds for this programme ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT (SHRI CHANDULAL CHANDRAKAR) : (a) The Statewise allocation of funds under the Rural Landless Employment Guarantee Programme (RLEGP) during the Sixth Five Year Plan is indicated in statement I.

(b) Statewise employment generation targets for 1983-84 were not fixed under the RLEGP. It was, however, expected that 60 million mandays of employment would be generated during the year. For 1984-85, the employment generation target under the RLEGP has been fixed at 300 million mandays. The Statewise position regarding the targets fixed and employment generated is given in statement-II.

(c) Releases of funds to the States have been made taking into account the budget provision of Rs. 400 crores, progress and actual utilisation of funds. It is not proposed to release more than Rs. 400 crores during the current year.

Statement -I

RURAL LANDLESS EMPLOYMENT GUARANTEE PROGRAMME

Statement showing Statewise allocation of Funds during the Sixth Five Year Plan
(Rs. in Lakhs)

Sl. No.	States/U.Ts	1983-84	1984-85
1	2	3	4
1.	Andhra Pradesh	990.0	4950.0
2.	Assam	216.0	1080.0
3.	Bihar	1425.0	7125.0
4.	Gujarat	320.0	1600.0

1	2	3	4
5.	Haryana	84.0	420.0
6.	Himachal Pradesh	60.0	300.0
7.	Jammu & Kashmir	75.0	375.0
8.	Karnataka	470.0	2350.0
9.	Kerala	470.0	2350.0
10.	Madhya Pradesh	780.0	3900.0
11.	Maharashtra	790.0	3950.0
12.	Manipur	11.0	55.0
13.	Meghalaya	15.0	75.0
14.	Nagaland	10.0	50.0
15.	Orissa	450.0	2 50.0
16.	Punjab	135.0	675.0
17.	Rajasthan	240.0	1200.0
18.	Sikkim	8.0	40.0
19.	Tamil Nadu	890.0	4450.0
20.	Tripura	33.0	165.0
21.	Uttar Pradesh	1705.0	8525.0
22.	West Bengal	770.0	3850.0
<u>U.Ts.</u>			
23.	A. & N. Islands	8.0	40.0
24.	Arunachal Pradesh	8.0	40.0
25.	Chandigarh	2.0	10.0
26.	D & N. Haveli	4.0	20.0
27.	Delhi	4.0	20.0
28.	G. & D. Diu	9.0	45.0
29.	Lakshadweep	2.0	10.0
30.	Mizoram	8.0	40.0
31.	Pondicherry	8.0	40.0
<u>ALL INDIA</u>		<u>10000.0</u>	<u>50000.0</u>

Statement-II

RURAL LANDLESS EMPLOYMENT GUARANTEE PROGRAMME

Statewise position of employment generation under RLEGP during the Sixth Five Year Plan.
(Lakh Mandays)

Sl. No.	States/UTs.	1983-84		1984-85	
		Employment Generation	Target	Achievement	provisional (as per information received upto 28.2.1985)
1	2	3	4	5	
1.	Andhra Pradesh	—	231.11	134.25	
2.	Assam	12.30	61.38	16.33	
3.	Bihar	—	392.15	173.43	

1	2	3	4	5
4.	Gujarat	1.61	83.71	64.00
5.	Haryana	Negligible	15.35	3.72
6.	Himachal Pradesh	—	17.03	11.11
7.	Jammu & Kashmir	—	17.31	2.74
8.	Karnataka	7.75	569.16	111.19
9.	Kerala	0.03	107.92	17.59
10.	Madhya Pradesh	8.43	243.76	171.10
11.	Maharashtra	—	309.84	185.79
12.	Manipur	—	2.55	0.46
13.	Meghalaya	—	4.33	—
14.	Nagaland	0.66	2.44	1.15
15.	Orissa	Nil	175.80	17.60
16.	Punjab	—	20.41	11.77
17.	Rajasthan	5.59	62.22	48.49
18.	Sikkim	0.23	2.04	0.23
19.	Tamil Nadu	2.69	298.16	242.96
20.	Tripura	1.85	9.67	0.61
21.	Uttar Pradesh	10.53	456.34	290.24
22.	West Bengal	—	301.02	29.10
UNION TERRITORIES				
23.	A. & N. Islands	Nil	2.82	—
24.	Arunachal Pradesh	Nil	2.04	—
25.	Chandigarh	—	0.39	0.24
26.	D.N. Haveli	Nil	1.67	—
27.	Deihi	—	0.70	0.11
28.	G.D. & Diu	—	2.51	1.61
29.	Lakshadweep	—	0.51	0.43
30.	Mizoram	Nil	0.83	1.21
31.	Pondicherry	0.29	1.83	1.38
ALL INDIA		51.96	3000.00	1538.85

Survey of National Master Plan

414. SHRI AJOY BISWAS : Will the Minister of WORKS AND HOUSING be pleased to state :

(a) whether Government have conducted any survey for preparing the national master plan for implementing the 'international drinking water supply and sanitation decade' objective ;

(b) if so, how many people of urban areas are covered with sanitation facilities ;

(c) the target to cover sanitation facilities for urban population in this decade ;

(d) whether Government are aware that the progress in this respect so far made is not satisfactory ; and

(e) the steps taken by Government to step up this programme ?

THE MINISTER OF WORKS AND HOUSING (SHRI ABDUL GHAFOR) :
 (a) The National Master Plan for International Drinking Water Supply and Sanitation Decade was prepared after detailed

consultation with the State Governments and Union Territories.

(b) About 33% of urban population are likely to be covered by the end of the Sixth Five Year Plan.

(c) During the Decade the target for coverage in respect of urban sanitation is as follows :—

Urban Sewerage and Sanitation-100% of the population to be covered in respect of Class I cities and 50% in respect of Class II and other towns. Overall coverage in each State should be 80% of the urban population, by means of sewerage and simple sanitary methods of disposal.

(d) Sanitation is a State Subject and the States have to formulate and execute programmes for achieving the targets laid down for the decade. The States have been requested to step up the outlay and make adequate provision during the 7th Five Year Plan for this purpose.

(e) In collaboration with the U.N.D.P. Government of India conducted a feasibility study on introduction of low cost sanitation in 18 States and three Union Territories. Master Plan reports have been/are being submitted to the States/Union Territories. The States have to take action to implement the reports for mass translation of low cost sanitation technology. The exact provision made for this purpose during the 7th Five Year Plan will be known only after the Plan is finalised.

Sugar Supply to Tripura

415. SHRI AJOY BISWAS : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) total metric tonnes of sugar allotted to Tripura during 1981-82, 1982-83 and 1983-84 ;

(b) actual requirement of sugar by Tripura during the above period ; and

(c) actual supply of sugar to Tripura during that period ?

THE MINISTER OF FOOD AND CIVIL SUPPLIES (RAO BIRENDRA SINGH) : (a) The State-wise monthly levy quota of sugar are not based on the requirement or demand of the State Governments. These are allotted on the basis of certain uniform norms out of the total available levy sugar for allocation to all the State Governments. The monthly quota of levy sugar allotted to Tripura State during the sugar year 1981-82 to 1983-84 are as under :—

Sugar Year (Oct. September)	Monthly levy sugar quota (Tonnes)
1981-82	
(a) October, 1981 to March 1982	759
(b) April, 1982 to September, 1982	876
1982-83	
October, 1982 to September, 1983	876
1983-84	
October, 1983 to date	958

(c) The responsibility of obtaining supplies against the monthly levy sugar quota allocations is that of the Tripura Government since the State Government are themselves arranging the lifting of allotted levy sugar from the concerned factories.

Enforcing High Standards of Safety to Avoid Accidents

416. SHRI K. RAMAMURTHY : Will the Minister of LABOUR be pleased to state :

(a) whether according to ILO findings, in the third world countries, the work-related accidents and injuries and work aggravated sickness are several times higher than in industrialised countries ; and

(b) if so, the steps being taken to enforce in India the high standards of safety stipulated by the ILO ?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI T. ANJAI AH): (a) In the World Labour Report 2 released by the International Labour Office, Geneva, there is an observation that 'some in-depth studies show rates of fatal accidents are several times higher in the developing countries than in the industrialised countries'. This is a general analysis, based on a limited data in respect of few countries. However, in so far as the rate of accidents in the country is concerned, the number of reportable accidents in 1983 was 3,49,254 as compared to 3,46,443 in the year 1982 registering a marginal increase of 0.8%.

(b) Government reviews the provisions of the Factories Act and the regulations from time to time, so as to make them in conformity with the ILO Conventions and Recommendations and the State Governments are advised to adopt appropriate changes in the State Factory Rules.

Strike by the Employees of 'National Herald' and 'Quami Awaz'

417. SHRI RAMASHRAY PRASAD SINGH: Will the Minister of LABOUR be pleased to state:

(a) whether Government are aware that the employees of National Herald and Quami Awaz, published by Associated Journal Ltd., Delhi are on strike, demanding arrears of wages and bonus;

(b) if so, the steps taken to settle their demands?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI T. ANJAI AH): (a) Yes Sir. As reported by the Delhi Administration, the workmen of M/s National Herald and Quami Awaz went on strike with effect from 10.1.1985 demanding payment of bonus for the year 1983-84.

(b) Immediately on receipt of information, the parties were called by the Labour Department, Delhi Administration and discussions were held a number of times to settle the issue amicably. A settlement was proposed by the Labour Commissioner on

22.2.85 asking the management to pay the wages and other dues to workers immediately. This was accepted by both the parties and the strike was called off. Delhi administration has further reported that the management has already paid wages and bonus due for the year 1983-84 to the workers. The management has also assured that no worker would be victimised on account of the strike.

Decline in Price of Coconut in Kerala

418. SHRI K.P. UNNIKRISHNAN: Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state:

(a) whether Government are aware of the continuous decline in the raw coconut and copra prices during the last 3 months in Kerala markets;

(b) Whether Government of Kerala has sought any remedial steps; and

(c) the action proposed to be taken to stabilise the prices?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH): (a) Yes, Sir.

(b) No, Sir.

(c) The recent decline in prices of raw coconut and copra has occurred from very high level of prices prevailing during the last over two years. Prices of coconut and copra during 1982-84 had ruled very high because of fall in production due to drought and disease incidence. The latest prices are still higher than those prevailing in 1981-82.

Extension of T.V. during 1985-86

419. SHRI K.P. UNNIKRISHNAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the programme to be undertaken for extending T.V. during 1985-86 and the number of stations which are proposed to have independent transmission;

(b) whether transmission in regional languages would be extended during the current year ; and

(c) if so, details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION & BROADCASTING (SHRI V.N. GADGIL) :

(a) The schemes already approved for extension of T.V. service during 1985-86 include setting up low power (100 Watt) transmitters at 14 places and augmentation of the power of existing 1 KW transmitters at 10 places and existing low power transmitters at 6 places. In addition, implementation of the approved schemes for TV coverage of the North Eastern region, comprising setting up 8 high power (10Kw or 1Kw) transmitters alongwith programme production facilities, one common programme production and uplinking centre at 6 low power transmitters will continue during 1985-86 and beyond. Work on implementation of the permanent TV studios at Bangalore, Ahmedabad, Trivandrum and Gauhati will also continue during 1985-86 and beyond.

(b) & (c) The schemes approved for extension of regional language programme service include provision of microwave link between Madras and Kodiakanal, Varanasi and Lucknow, Calcutta and Berhampur (West Bengal) and Trivandrum and Cochin. Implementation of these schemes is expected to continue beyond 1985-86.

Impact of SEA Pollution on Fisheries

420. SHRI MANIK REDDY : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether there is serious concern over pollution of the seas and the rivers affecting sources of food supply and ecology ;

(b) the Government's follow up action on the recommendations of recent International Conference on "Fisheries Development 2000 AD" held in New Delhi ;

(c) if so, details thereof;

(d) what are the State-wise allocation and programmes during the Seventh Plan period; and

(e) whether Government will ensure that Andhra Pradesh is given its due share in this sphere in order to fully exploit its resources ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) National Institute of Oceanography, Goa during its study has observed that pollution by oil and chemical effluents is not affecting the offshore area to the extent that it can affect the ecology of the living organisms of the area. However, in the near shore area i.e., some harbours and mouths of estuaries the effluent discharged by the chemical industries has created pockets of pollution. Pollution in certain river systems of the country has, however, affected fish life.

(b) and (c) One of the recommendations of the conference is to double the present out-put of fish production by the end of this century, through improving artisanal and traditional sectors of fisheries through development of suitable fishing technology and through incentives for deep sea fishing and aqua-culture. Other recommendations made in the conference are monitoring of pollution, suitable management measures, regional programmes for development of oceanic fishery, evolving a 15 year National Plan for fisheries development and creation of National Agency or Authority for development of Exclusive Economic Zone (EEZ).

(d) & (e) Seventh Plan allocations and programmes are not yet finalised.

Allocation of Foodgrains to Gujarat under the NREP

421. SHRI AMARSINH RATHAWA : Will the Minister of AGRICULTURE & RURAL DEVELOPMENT be pleased to state :

(a) the quantum of foodgrains allocated to Gujarat under the National Rural Employment Programme for the year 1984-85 ;

(b) the quantum of foodgrains supplied so far to that State;

(c) whether Government have received any request for enhancement of the

allocations from the State Government during the current year :

(d) if so, the details there of and the action taken thereon ; and

(e) the total quantum of foodgrains allocated under NREP for the country for the year 1984-85.

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT (SHRI CHANDULAL CHANDRAKAR): (a) and (b) A quantity of 8535 M Ts. of foodgrains (wheat) was allocated to Gujarat for implementation of National Rural Employment Programme in the State during the year 1984-85. According to the reports received from the State Government the entire quantity has been lifted.

(c) and (d) No request has been received from the State Government for enhancement of the foodgrains allocation. However, the State Government sent a request for additional central assistance of Rs. 2 crores and the same has been made available to them.

(e) The total quantity of foodgrains allocated under NREP for the country as a whole during the Year 1984-85 stands at 3,09,129 M.Ts.

Procurement of Wheat and Rice

422. SHRI AMAR SINH RATHAWA : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether the target fixed for the current year for the procurement of wheat and rice has been achieved ,

(b) if so, the quantity of wheat and rice procured during the current year ;

(c) what is the estimated requirement of wheat and rice for the current year ;

(d) what steps are being taken to meet the gap ; and

(e) what special measures are being taken to produce more wheat and rice during the Seventh Plan to meet the increasing demand of foodgrains in the country ?

THE MINISTER OF FOOD AND CIVIL SUPPLIES (RAO BIRENDRA SINGH) : (a) and (b) No targets for the procurement of wheat and rice have been fixed by the Government of India for 1984-85 rabi and kharif marketing seasons. A total quantity of 9.30 million tonnes of wheat and 8.46 million tonnes of rice (including paddy in terms of rice) is reported to have been procured till 14th March, 1985.

(c) and (d) The demand for wheat and rice for the Public Distribution System depends on various factors such as availability and price of foodgrains in the open market, prices of substitutable foodgrains. The present stocks available with the Government are sufficient to meet the normal demands of Public Distribution System.

(e) For increasing production of wheat and rice in the country during the Seventh Plan, the main thrust would be through improvement in productivity which would be achieved through extension of area under high yielding varieties, adoption of improved package of practices, development and dissemination of wheat technology separately for irrigated and rainfed areas, diversification of varieties, increased use of fertilisers, need based plant protection measures, intensification of research efforts, etc.

Bonded Labour in States and Welfare thereof during Seventh Plan

423. SHRI AMAR ROYPRADHAN : Will the Minister of LABOUR be pleased to state :

(a) the present number of bonded labour in each State ; and

(b) the steps proposed to be taken for the welfare of these bonded labour during the Seventh Five Year Plan ?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI T. ANJIAH) : (a) and (b) The incidence of bonded labour system has been reported from 11 States viz Andhra Pradesh, Bihar, Gujarat, Karnataka, Kerala, Madhya Pradesh, Maharashtra, Orissa, Rajasthan,

Tamil Nadu and Uttar Pradesh. As per the reports received from the State Governments, the total number of bonded labourers identified and freed as on 31.12.1984 was 1,73,814 out of which 1,31,407 have been rehabilitated. A statement giving the state-wise details is annexed.

The identification of bonded labourers and their subsequent release and rehabilitation is a continuous process and the State Governments have been requested to conduct periodic surveys to identify bonded labourers in their respective States and take necessary steps for their quick release and rehabilitation.

A Centrally Sponsored Scheme for rehabilitation of bonded labourers was launched by the Ministry of Labour in 1978-79. The Scheme envisages provision of rehabilitation grant upto a ceiling limit of Rs. 4,000/- per bonded labourer half of which is given as Central share. An outlay of Rs. 15.00 crores has been proposed during the 7th Five Year Plan for this purpose. The outlay for the scheme for 1985-86 is Rs. 5.00 crores.

Statement

Sl. No.	Name of the State	Number of Bonded Labourers	
		Identified and freed	Rehabilitated
(1)	(2)	(3)	(4)
1.	Andhra Pradesh	13,936	11,755
2.	Bihar	8,834	7,781
3.	Gujarat	63	63
4.	Karnataka	62,699	40,013
5.	Kerala	823	820
6.	Madhya Pradesh	2,852	2,329
7.	Maharashtra	540	292
8.	Orissa	33,238	22,559

(1)	(2)	(3)	(4)
9.	Rajasthan	6,629	6,266
10.	Tamil Nadu	32,128	29,934
11.	Uttar Pradesh	12,066	9,575
Total :		1,73,814	1,31,407

Voluntary Tripartite Arbitration Machinery for Settlement of Industrial Disputes

424. SHRI ANANDA PATHAK : Will the Minister of LABOUR be pleased to state :

(a) the details of the proposed voluntary tripartite arbitration machinery for the settlement of industrial disputes ;

(b) how the personnel of the said machinery will be selected;

(c) how the workers' and employees' representatives will be selected; and

(d) the terms and conditions of the said machinery ?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI T. ANJALIAH) : (a) to (d) The working group set up in connection with the 7th Plan made a recommendation for creating separate Tripartite Arbitration Machinery, both at the Centre and at the State level for the settlement of disputes. No final decision has been taken by the Government.

Development and Extension of AIR at Kurseong

425. SHRI ANANDA PATHAK : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether Government have any proposal to develop and expand the All India Radio at Kurseong in Darjeeling District ;

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

(c) whether additional channels would also be added to the above said Radio Station ?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI V N. GADGIL) :

(a) and (b) The approved Sixth Five Year Plan (1980-85), includes schemes to construct new buildings for AIR studios and transmitter set-up at Kurseong. The construction of the studio building is in progress, this is expected to be completed by 1985-86. The new building for transmitter has been completed and transmitter has also been installed there.

(c) No Sir.

Workshop on Management of Vertisol for Improved Agricultural Production

426. **SHRIMATI GEETA MUKHERJEE:** Will the Minister of **AGRICULTURE AND RURAL DEVELOPMENT** be pleased to state :

(a) whether a five-day workshop on the management of vertisol for improved agricultural production was held from 18 February, 1985 at the International Crops Research Institute for the Semi-Arid Tropics Centre (ICRISAT) in Hyderabad ;

(b) number of scientists who attended and the countries and organisations represented by them ;

(c) names of the organisations associated with the Conference ;

(d) names of Indian delegates who attended ;

(e) amount spent ; and

(f) outcome of the workshop ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) Yes, Sir.

(b) 65 scientists from Australia, Belgium, Botswana, Burundi, Canada, Egypt, Ethiopia, France, Holland, India, Italy, Jordan, Malaysia, Nigeria, New Zealand, Pakistan, Sudan, Syria, Tanzania,

Thailand, Philippines, Tunisia, USA, UK, West Germany, Venezuela, Zambia and Zimbabwe attended the Workshop. They were mostly from Agricultural Universities, National and International Agricultural Research Institutes, National Soil Survey Organisations and Agricultural Departments.

(c) The sponsors of the Workshop were :

International Board for Soil Research And Management (IBSRAM)

International Crops Research Institute for the Semi-Arid Tropics (ICRISA1)

Australian Centre for International Agricultural Research (ACIAR)

Australian Development Assistance Bureau

Agency for International Development (USA)

International Development Research Centre (IDRC), Canada

Office De La Recherche Scientifique Et Technique Outre-mer (France)

Soil Management Support Services (USA)

(d) Mr. Venugopal	|	Directorate of
Dr. T.V. Sampath	|	Agriculture,
	|	Karnataka

Messrs

JC Bhattacharjee	|	
RD Ghodake	|	
JS Kanwar	|	
KG Kshirsagar	|	From ICRISAT
MR Rao	|	
MS Reddy	|	
KL Sharwat	|	
Sardar Singh	|	
D. Sharma	|	
Piara Singh	|	
RP Singh	|	
KL Srivastava	|	

(e) Budgeted expenditure provided by the Sponsors	|	US \$ 120,000
Actual may be less.	|	

(f) The Workshop recommended establishment of vertisols soil management network by IBSRAM (International Board for Soil Research and Management), to assist national agricultural research programmes in applied research and adaptive testing for promoting agricultural development and use of potentially highly productive dark clay soils particularly in Asian, African and South American countries.

Fixation of Price of Potato by Government

427. SHRIMATI GEETA MUKHERJEE : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether Government considered the Price fixed for potato by the APC at Rs. 50.00 per quintal to be remunerative .

(b) whether West Bengal Government has fixed Rs. 78/-, Rs. 82/- and Rs. 85/- for different varieties of potato for buying ; and

(c) whether West Bengal Government and other State Governments who buy potato at really remunerative prices, would be financially helped by the Central Government ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) APC has not recommended price for potatoes. The support price for potatoes at Rs. 50 per quintal has been fixed in consultation with the State Governments of U.P., Punjab and Himachal Pradesh.

(b) Yes, Sir. The West Bengal Government have, however, recommended that potatoes would be bought at higher price only from marginal farmers, not exceeding 10 quintals per farmer.

(c) Government of India have issued a general letter to all State Governments advising them that the cooperatives should enter the market wherever the prices of potatoes fall below Rs. 50/- per quintal and that the Government of India would bear 50% of the losses.

Improvement of Bullock Carts

428. SHRI G.V. RAMA RAO : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether several M.Ps have raised the question of improvement of bullock carts in the country and if so, details thereof and corrective action taken ;

(b) whether several institutions in India have already developed new carts and wheels and if so, details thereof ;

(c) the number of traditional bullock carts which have been modernised so far ;

(d) whether Australian and American R & D results have any relevance for India and if so, steps taken to use the results for India ; and

(e) the estimated number of bullocks, bullock carts and outlay thereon and how much of agricultural land is covered by the bullock-driven ploughs and for transportation work etc. ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) Yes, Sir. The questions mainly related to improvement in the Bullock Cart technology. The Government in the Ministry of Shipping and Transport has been funding research on improved Bullock Cart design through :- (i) Indian Institute of Management, Bangalore (ii) Central Road Research Institute (C.R.R.I.), Research Institute under the Council of Scientific and Industrial Research. In addition the Indian Council of Agricultural Research is also engaged in some research through All India Coordinated Project and through Central Institute of Agricultural Engineering, Bhopal.

(b) Yes, Sir. The number of institutions have developed new carts. The improvements relate to axle material, payload carrying capacity, braking system, type of wheel etc.

(c) Improved bullock carts manufactured by public and private organisations are available in the country. No statistics of the number of bullock carts modernised are maintained.

(d) Field worthiness of the Australian Ox-Cart was tried and the results were not found to be encouraging. There are no research and development results available from the U.S.A. on the subject. However, a Member of U.S. Business delegation made an offer in the news conference that he could supply process reject tubeless tyres and axle assembly. The suggestion has little research and development value. It only seeks to promote marketing of rejected tyres and wheel assembly available in that country.

(e) As per the Livestock Census 1977 the number of bullocks and bullock-carts are 749 lakhs and 126 lakhs respectively. The operational area according to the Agricultural Census 1977 is 163.34 million ha, and the majority of it is covered by bullock-driven plough.

Allocation of Funds under N.R.E.P.

429. SHRI SAIFUDDIN CHOWDHURY: Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether the fund allocation under NREP has been drastically reduced by the Planning Commission ;

(b) if so, the reasons thereof ; and

(c) the steps Government propose to take so that NREP fulfils the targets ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT (SHRI CHANDULAL CHANDRAKAR) : (a) No, Sir.

(b) Does not arise.

(c) The target fixed for the Sixth Plan for employment generation under NREP is 1500 to 2000 million mandays. Against this, achievement so far is 1662.59 million mandays. The target fixed has, therefore, been largely achieved.

Decline in Per Capita Availability of Land due to Soil Erosion

430. SHRI SAIFUDDIN CHOWDHURY : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether per capita availability of land is on the decline due to soil erosion and land degradation ;

(b) steps taken by Government to prevent the decline ;

(c) whether State Governments have been directed by the Central Government to take effective measures in this regard ; and

(d) steps taken by individual States and progress achieved by them so far ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) Availability of land per capita is on the decline mainly due to factors such as increase in population, conversion of agricultural land for housing and industries, mining activities, etc. However, no comprehensive survey of the area subject to soil erosion and land degradation has been undertaken.

(b) to (d) Soil erosion and land degradation problems are identified through soil surveys. A number of soil conservation programmes have been taken up since the First Five Year Plan in the Central and State Sectors for checking soil erosion and land degradation. The thrust continues to be in the State sector on treating both agricultural and non-agricultural lands with various soil conservation measures on watershed basis. Specific anti-erosion measures undertaken include contour bunds and terracing, tree plantation, development of pasture lands, construction of soil conservation engineering structures to control gullies and check run-off, stabilisation of coastal sand dunes and water harvesting structures. Central support has been extended for carrying out soil and land use surveys with a view to identify priority areas and provide basic catchment characteristics. Central support is being extended through the following schemes :-

- (i) Centrally sponsored scheme of soil conservation in the catchment of River Valley Projects ;
- (ii) Centrally sponsored scheme of integrated watershed management in the catchment of flood-prone rivers ;
- (iii) Centrally sponsored scheme of soil water and tree conservation in the Himalayan region ;
- (iv) Social forestry including fuelwood plantation ;
- (v) Centrally sponsored scheme of reclamation and development of ravinous areas ;
- (vi) Central Sector scheme for control of shifting cultivation ;
- (vii) Drought Prone Area Development Programme ;
- (viii) Desert Development Programme ; and
- (ix) Strengthening of soil survey organisation in Union Territories.

National Land Resources Conservation and Development Commission and State Land Use Boards have been constituted for providing continuously, professional advice to the Government regarding policy planning, coordination and monitoring of all issues concerning the health and scientific management of the country's land resources.

Upto 1981-85, an area of about 29.38 million ha. would be treated with an investment of about Rs. 1200 crores against the National Commission on Agriculture's estimated problem area of about 175 million ha.

Development and Production of Oilseeds

431. SHRIMATI JAYANTI PATNAIK : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether the development of oil-seeds was given top priority under the 20 Point Programme ;

(b) if so, the measures taken by Government to strengthen the oil-seeds economy during the Sixth Plan ;

(c) the projects launched to increase the production ;

(d) the details thereof ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) Yes, Sir.

(b) to (d) Besides the Centrally Sponsor Schemes for Oilseeds Development, two Special Projects—one on Groundnut in Gujarat and the other for Soyabean in Madhya Pradesh—were implemented till 1983-84. During 1984-85, a Centrally Sponsored National Oilseeds Development Project has been sanctioned reorienting and integrating the oilseeds development schemes in operation upto 1983-84. The crop and location specific approach through special projects has been extended to four major crops, namely, groundnut, rapeseed-mustard, soyabean and sunflower in selected States. The intensive approach has been extended to other oilseed crops namely, sesamum, safflower and niger besides groundnut, rapeseed mustard, soyabean and sunflower in 14 States. The programme, inter alia, aims at development of non traditional oilseeds, increase in areas under irrigated crops, particularly groundnut in rabi/summer season, adoption of improved package of practices, supply of basic inputs and free distribution of seed and fertilizer minikits on a large scale. Besides, State Level Cooperative Oilseeds Growers Federations have been formed in 7 States under the Project for Restructuring of Edible Oils and Oilseeds Production and Marketing through National Dairy Development Board. Further, National Oilseeds and Vegetable Oils Development Board has been set up to bring about integrated development of oilseeds production, precessing and marketing and also for the development of vegetable oils industry.

I.D.A. Assisted Cashewnut Project

432. **SHRIMATI JAYANTI PATNAIK:** Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) the names of the States where International Development Association assisted cashewnut projects are under implementation ;

(b) the cost of these projects in each State and the extent of assistance given by IDA ;

(c) whether Government have also been sharing some expenditure towards the cost of these projects ;

(d) if so, the State-wise allocation made by the Centre for implementing cashewnut projects in these States ; and

(e) the details of cashewnut plantation works undertaken in different States under the above scheme ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH): (a) The International Development Association (IDA) assisted cashewnut projects are implemented in Kerala, Karnataka, Andhra Pradesh and Orissa.

(b) There are two IDA assisted projects namely (i) Cashewnut Project and (ii) Kerala Agricultural Development Project. The base cost of Cashewnut project for each State is as follows :-

Name of State	(Rs. in lakhs)
1. Kerala	775.4
2. Karnataka	536.7
3. Andhra Pradesh	855.6
4. Orissa	696.1

However, the total cost of the Cashewnut Project is Rs. 3836 lakhs inclusive of price and physical contingencies. The

extent of assistance given by IDA for the project is Rs. 1834 lakhs under the Kerala Agricultural Development Project, there is a component for cashew development at a base cost of Rs. 162 lakhs.

(c) and (d) Allocations made by Government of India to different States from 1980-81 to 1984-85 towards subsidy on cashew plantation are given below.

	(Rs. in lakhs)
Kerala	85.684
Karnataka	66.043
Andhra Pradesh	102.711
Orissa	247.034

(e) So far under cashewnut project 43,445 hectares have been newly planted and 3016 hectares of existing cashew plantation have been brought under improvement programme.

Under Kerala Agriculture Development Project, so far 1470 hectares have been newly planted and 2280 hectares have been covered under improvement Programme.

Loan to State for Purchase of Agricultural Inputs

433. **SHRIMATI JAYANTI PATNAIK:** Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether State Governments have been obtaining short terms loans from Centre for purchase and distribution of agricultural inputs to the farmers ;

(b) if so, the amount of short-term loans given to Orissa in the last three years for the above purpose ;

(c) whether Government have a proposal to increase such loan amount to different States in 1985-86 ;

(d) if so, the amount proposed to be sanctioned to Orissa and other States during 1985-86 ; and

(e) the details thereof ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH): (a) Yes, Sir.

(b) The short term loan sanctioned to Government of Orissa during the last three years, for purchase and distribution of agricultural inputs, is indicated below :

Year	Amount sanctioned (Rs Crores)
1982-83	13.00
1983-84	11.80
1984-85	13.12

(c) to (e) Amounts of short term loan to be sanctioned to different states, including Orissa, during 1985-86 will depend upon the approved Budget provision for the year 1985-86, for this purpose.

Out-lay for Agriculture in Orissa for Seventh Plan

434. SHRIMATI JAYANTI PATNAIK : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

Name of Plantation	Area in hectares	
	Targets	Achievements
(i) Mango	3188	4271
(ii) Citrus	6585	6952
(iii) Misc. Fruits eg. Guava, Sapota, etc.	6696	6084
(iv) Coconut	18154	17132
(v) Banana	1331	1531
(vi) Papaya	217	561
(vii) Pine apple	28	63
(viii) No. of fruit trees planted under 20-Point Economic Programme.	44.78 lakhs	76.43 lakhs.

Besides, a total number of 6 lakh Coconut seedlings have also been planted on canal embankments.

(a) the out-lay proposed for Agriculture in Orissa for the Seventh Plan;

(b) the total amount, out of that, proposed for the development of horticulture;

(c) whether Government have reviewed the progress made in implementing horticulture development works in Orissa during the Sixth Plan; and

(d) if so, the details of the horticulture plantation programmes launched in Orissa during the Sixth Plan ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) The outlay on Agriculture in the Seventh Plan has not yet been finalised. An amount of Rs. 131.67 crore has been proposed for Agriculture in Orissa for the Seventh Plan period.

(b) The amount proposed for the development of horticulture is Rs. 17.34 crores.

(c) and (d) Progress made in the field of horticulture in the Sixth Plan has been reviewed and the details of horticultural plantation are given below:-

Import of Fishing Equipment from Japan

435. **SHRI DHARAM PAL SINGH MALIK :**

SHRIMATI MADHURI SINGH :

Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether any contract has recently been signed with the Government of Japan for the import of fishing equipment and machinery from Japan;

(b) what are the terms of contract; and

(c) expenditure in foreign exchange likely to be incurred thereon ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) Yes, Sir.

(b) As per the terms of the agreement signed between the Government of India and Government of Japan on 30-11-1984, Government of Japan would provide 410 million Yen for the development of small scale fisheries in India. The amount will be utilised for the purchase of equipment and machinery from Japan for producing fishing nets and services necessary for the transportation of the products.

(c) There is no out-flow of foreign exchange as the fishing equipment and

machinery from Japan will be imported under Japanese grant-in-aid of 410 million Yen.

Hike in Prices of Agricultural Implements

436. **SHRI DHARAM PAL SINGH MALIK :** Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether the prices of agriculture implements have increased considerably during the last three years;

(b) whether the prices of agricultural produce have not increased as compared to the increase in the prices of implements; and

(c) whether Government proposed to enhance the prices of agricultural produce and if not the reasons therefor ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) Prices of agricultural implements have increased due to increase in the cost of raw material, manufacturing costs, etc. However, the rise in the same has not been out of the tune with general price rise as would be apparent from the following table :-

Wholesale Price Index with 1970-71 as base (100)

	1981-82	Increase in 82-83 over 1981-82	1982-83	Increase in 83-84 over 1982-83	1983-84
Foodgrains	237.4	11.4	248.8	25	273.8
All Commodities	277.1	18.2	295.3	27.6	322.9
Machines & Machine Tools	254.2	13.4	267.6	16.1	283.7

(b) From the table given in para (a) it would be apparent that prices of foodgrains have risen more sharply during the years 1981-82 to 1983-84.

(c) The Central Government fixes support prices for principal foodgrains every

year on the recommendation of the Agricultural Prices Commission which sets the trend of prices of foodgrains in the market. While making the said recommendation, the A.P.C. takes into account the prevailing costs of all the relevant inputs.

**Recommendation of Lakur Committee
Regarding Charges for Peripheral Services**

437. SHRI KAMAL NATH : Will the Minister of WORKS AND HOUSING be pleased to refer to the reply given to part (b) of the Unstarred Question No 3209 on 13 August, 1984 relating to recommendation of Lakur Committee regarding charges for peripheral services and state :

(a) the type of peripheral services provided by the Water Supply and Sewage Disposal Authority to Vasant Vihar, Panchsheel Colony and Swami Nagar colony and charges recovered for each services; and

(b) the reason for charging peripheral services at the rate of Rs. 16/- for each sq. metre of plotted area from Nirman Vihar when recoveries have already been made from the Society for Central Overhead Tank for Water supply and common main sewer for sewerage services ?

THE MINISTER OF WORKS AND HOUSING (SHRI ABDUL GHAFOR) : (a) and (b) The information is being collected and will be laid on the Table of the Sabha.

**Experiment conducted by Agricultural Research
Station, Aliyarnagar**

438. SHRI R. ANNANAMBI : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether a field experiment carried out at Agricultural Research Station, Aliyarnagar with the objectives to assess suitable mulch for rain-fed groundnut crop and to study the incidence of leaf minor in groundnut indicated that use of coir waste significantly enhanced groundnut dry pod yield with high cost benefit ratio, better soil moisture conservation and weed suppression compared to other mulches ;

(b) if so, whether Government propose to explore the possibilities of utilising by-products of agro-industries such as coir

waste as a sort of recycling to accomplish better resource mobilisation ; and

(c) if so, the details thereof ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) A field experiment was carried out at Agricultural Research Station, Aliyarnagar with the objective to assess suitable mulch for rainfed groundnut. Out of 5 different mulches tested, coir mulch treatment gave a significantly higher yield of groundnut pods over control, presumably because of better soil moisture conservation and pod setting and reduced weed infestation. The other mulches tried such as sugarcane trash, groundnut husk, maize cob core and bajra straw, though superior to control, were on par with each other including coir waste. Further studies are continuing.

(b) and (c) The results of the above studies were passed on to the Department of Agriculture and the Directorate of Oilseed Development, Govt. of Tamil Nadu in June 1984 for implementation.

Encroachment on DDA Land

439. PROF. RAMKRISHNA MORE : Will the Minister of WORKS AND HOUSING be pleased to state :

(a) whether encroachments on D.D.A. land have increased recently in Delhi ;

(b) whether large scale unauthorised constructions in Old Delht, Karol Bagh, Najafgarh Road Industrial Area etc. have been brought to the notice of Government ;

(c) if so, the details thereof ; and

(d) the steps taken against the offenders ?

THE MINISTER OF WORKS AND HOUSING (SHRI ABDUL GHAFOR) : (a) The DDA has reported that there is no arked increase in unauthorised encroachments on DDA lands in Delhi.

(b) The MCD has reported that there has been unauthorised construction in these areas.

(c) The details for the last four years are as follows :—

Year	No. of cases of unauthorised constructions booked	No. of cases in which demolition action taken
1981	1175	244
1982	1369	430
1983	1094	52
1984	869	8

(d) In addition to demolition of unauthorised constructions, prosecution action is also taken by MCD under various provisions of the Delhi Municipal Corporation Act against the persons carrying out unauthorised construction and occupation of buildings without obtaining completion certificate etc.

News Item Captioned 'Blue Bonanza for Cinema Houses'

440. PROF. RAMKRISHNA MORE : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether Government's attention has been drawn to a newsitem in Indian Express dated 13 February, 1985 captioned 'Blue Bonanza for Cinema Houses' ;

(b) if so, whether blue films are being distributed and shown in various cinema houses in the country ; and

(b) the steps Government propose to take to curb the exhibition of blue films ?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI V.N. GADGIL) :

(a) Government have seen the news-item.

(b) and (c) No 'blue' film (if the term "blue" refers to pornographic films) has been certified by the Central Board of Film Certification for public exhibition.

[Translation]

Assistance to U.P. under the N.R.E.P.

441. SHRI HARISH RAWAT : Will the Minister of AGRICULTURE & RURAL DEVELOPMENT be pleased to state :

(a) the extent of total Central assistance given to Uttar Pradesh under National Rural Employment Programme during 1984-85 ;

(b) whether there is any proposal under this programme to enhance the rates of minimum wages prevailing at present ; and

(c) if so, the extent of likely increase in the rates of minimum wages ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT (SHRI CHANDULAL CHANDRAKAR) : (a) An amount of Rs. 39.22 crores has been given as central assistance to Uttar Pradesh under National Rural Employment Programme during the year 1984-85.

(b) and (c) As per information furnished by Government of Uttar Pradesh, there is no proposal at present to enhance the existing rate of minimum wage under N.R.E.P.

Opening of Horticulture Institute at Choubatia, U. P.

442. SHRI HARISH RAWAT : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether his Ministry had received any representation from public representatives and the State Government for opening a horticulture institute at Choubatia, Uttar Pradesh for conducting research and developments in respect of temperate fruits; and

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

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) Yes, Sir.

(b) The Indian Council of Agricultural Research is considering the establishment of a Central Institute for Temperate Horticulture at a Suitable location in the northern hills during the VII Plan period subject to approval by the Planning Commission and Ministry of Finance.

Development Blocks covered under Drought Relief Programme in U.P.

443. SHRI HARISH RAWAT : Will the Minister of AGRICULTURE & RURAL DEVELOPMENT be pleased to state :

(a) the details of the development blocks of Uttar Pradesh that have been covered under Drought Relief Programme during the current financial year ; and

(b) whether some more development blocks will be covered under this programme in the near future ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT (SHRI CHANDULAL CHANDRAKAR) : (a) It is presumed that the Honourable Member desires to know the coverage under the Drought Prone Areas Programme. Following are the block covered under this programme in Uttar Pradesh during the current financial year ;-

District	No. of blocks
Mirzapur	10
Banda	10
Jalaun	3
Hamirpur	5
Jhansi	3
Lalitpur	2
Bahraich	14
Gonda	5
Lakhimpur Kheri	8
Sitapur	3
TOTAL :	63

(b) The report of the Inter-departmental Group on the representations of Uttar Pradesh State Government in this regard is under consideration of the Government of India.

[English]

Plan for Self Sufficiency in Oilseeds

444. SHRI SATYENDRA NARAIN SINHA : Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether a new plan for self-sufficiency in oilseeds is being implemented ; and

(b) if so, details thereof ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : (a) and (b) With a view to encourage the oilseeds production substantially, a Centrally Sponsored Scheme, namely, National Oilseeds Development Project has been sanctioned for the year 1984-85 reorienting and integrating the oilseeds development schemes and special projects in operation upto 1983-84. The crop and location specific approach through special projects has been extended to four major crops, namely, groundnut, rapeseed-mustard, soyabean and sunflower in selected States. The intensive approach has been extended to other oilseed crops, namely sesamum, safflower and niger besides groundnut, rapeseed-mustard, soyabean and sunflower in 14 States. The Programme *inter-alia* aims at development of non-traditional oilseeds, increase in area under irrigated crops particularly groundnut during rabi/summer season, adoption of improved package of practices, supply of basic inputs and free distribution of seed and fertilizer minikits on a large scale.

Provision of Water Supply Facilities in Gujarat

445. SHRI R.P. GAEKWAD : Will the Minister of WORKS AND HOUSING be pleased to state :

(a) whether Government are aware that about 2,198 villages are required to be tackled in the matter of providing water supply facilities in Gujarat as on 1 April, 1984;

(b) whether Government are also aware that due to geological conditions water supply problem in Gujarat has become more difficult as underground sub-soil water level is going down every year; and

(c) whether the State Government has requested the Centre to provide an amount of Rs. 14-40 crores under 'New Centrally Sponsored Rural Water Supply Programme based on performance' so that it can help the State Government to achieve the target by the end of Sixth Plan ?

THE MINISTER OF WORKS AND HOUSING (SHRI ABDUL GHAFOR) :

(a) Out of 5318 problem villages identified in Gujarat in 1980, 3120 villages were provided with atleast one source of safe drinking water, leaving a balance of 2198 problem villages as on 31-3-1984.

(b) The problem of reduction in sub-soil water level has recently been brought to the notice of this Ministry.

(c) Yes, Sir.

Implementation of SFDA Programme

446. KUMARI PUSHPA DEVI : Will the Minister of 'AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether the Small Farmers Development Agency Programme is still under implementation in some States;

(b) if so, the names of the States where such Programme has been implemented during the Sixth Plan period; and

(c) the details of the coverage made under this programme in Madhya Pradesh during the Sixth Plan ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT (SHRI CHANDULAL CHANDRAKAR) : (a) The S.F.D.A. programme was

merged with the I.R.D.P. with effect from 2-10-1980, hence there was no S.F.D.A. programme in the VI Five Year Plan.

(b) and (c) Do not arise in view of the position indicated at (a) above.

Production of T.V. Viewers of Bidar Karnataka

447. SHRI NARASINGRAO SURYA-WANSHI : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether T.V. viewers in Bidar, Karnataka have to spend more for high attitude Antena due to far off distances (viz. 115 kms. from Culkarga and 140 kms. from Hyderabad) of neighbouring T.V. Relay Centres; and

(b) if so, the measures taken or proposed to be taken to avoid this problem ?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI V.N. GADGIL) :

(a) Bidar is outside the service range of TV transmitters at Gulbarga and Hyderabad. Therefore, satisfactory signal is not expected there.

(b) As yet there is no approved scheme to extend TV service to Bidar district in Karnataka.

Relay Centre at Bidar, Karnataka

448. SHRI NARSINGRAO SURYA-WANSHI : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether a Relay centre at Bidar, Karnataka will be commissioned in 1985 as assured by Government; and

(b) if so, when ?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI V.N. GADGIL) :

(a) and (b) There is no approved scheme as yet for extension of TV services to Bidar in Karnataka.

Telecast of T.V. Programmes in Marathi

449. SHRI NARASINGRAO SURYA-WANSHI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether T. V. programmes in "Marathi" are being relayed from T.V. Centre, Gulbarga :

(b) if so, type of programmes and their frequency ;

(c) if not, whether Government are planning to broadcast such programmes for the benefit of Marathi speaking population of the area ; and

(d) if so, when and with what frequency ?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI V.N. GADGIL) : (a) No, Sir.

(b) Does not arise.

(c) & (d) No, Sir. Right from its commissioning in 1977 the transmitter at Gulbarga has been telecasting programmes in Kannada, mainly for the rural viewers in its coverage zone. However, Marathi programmes, national award-winning Marathi feature films, etc., telecast from time to time on the national hook-up are also relayed by this transmitter.

National Seminar held on Indigenous Development of Mining Explosives and Accessories Policies and Programmes

450. SHRI DHARMPAL SINGH MALIK :

SHRI K. RAMAMURTHY : Will the Minister of LABOUR be pleased to state :

(a) whether a National Seminar on Indigenous Development of Mining Explosives and Accessories-Policies and Programmes organised by the National

Council for Mines Safety; was held in New Delhi during February, 1985 ;

(b) if so, the names of the participants in the Seminar ;

(c) the details of the recommendations made by the Seminar ; and

(d) the action taken by Government thereon ?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI T. ANJIAH) : (a) Yes, Sir.

(b) 195 delegates participated in the Seminar.

(c) and (d) A working Group was constituted at the end of the Seminar to formulate and submit recommendations on the subject.

12.00 hrs.

[*Translation*]

SHRI VIJAY KUMAR YADAV (Nalanda) : Mr. Speaker Sir. ...**

MR. SPEAKER : Elections have nothing to do with this House.

SHRI VIJAY KUMAR YADAV : ...**

MR. SPEAKER : There will be no use of your speaking because nothing will go on record. (*Interruptions*).

SHRI VIJAY KUMAR YADAV : ...**

MR. SPEAKER : I think you are aware of all the laws. You are well acquainted with them; then why are you behaving like this ?

SHRI VIJAY KUMAR YADAV : ... *

MR. SPEAKER : I am helpless.

[*English*]

It cannot be raised on the floor of the House. It is the Election Commission or the High Court.

We cannot do anything. Mr. Yadav, I am helpless. You have to ask the Election Commission. I cannot do anything. Nothing goes on record.

(*Interruptions*)**

PROF. MADHU DANDAVATE (Rajapur) : Sir, I want to bring to your notice a very serious matter At Faridabad...

MR. SPEAKER : I will look into the matter. Let me get the facts then I will look into the matter.

PROF. MADHU DANDAVATE : Let me point out to you what you have to collect. The Supreme Court judgement has been violated by the Contractors. There was an attack by the contractors on the Harijan bonded labour which resulted in the death of one of them. Why don't you ask the Minister to make the statement? You agreed in the Chamber that you would ask the Minister to make a statement.

MR. SPEAKER : Don't worry I will not leave it. I have already promised to you.

PROF. K.K. TEWARY (Buxar) : Sir, you allow Prof. Dandavate to raise matters without giving you notice.

MR. SPEAKER : No. He gave the notice.

PROF. K.K. TEWARY : Sir, I have given notice of a very serious development which has come to our notice. Whenever Government tries to restore normalcy in Punjab some unseen forces unleash a spurt of terrorist activities inside and outside the country. In United Kingdom some terrorists have been arrested and they have made confessions that their targets were some important Indian officials and diplomats.

MR. SPEAKER : I will look into it.

PROF. K.K. TEWARY : Please direct the Government to make a comprehensive statement.

SHRI K. P. UNNIKRISSHANAN (Badagara) : Sir, in Kerala more than two dozen persons have died and more than hundred have been seriously injured due to explosive kerosene mixed with naphtha supplied at the fair price shops in Kerala.

MR. SPEAKER : I will consider your notice. I am getting the facts. Then I shall

let you know. I can't do anything now. I am helpless.

SHRI SUDINI JAIPAL REDDY (Mahbubnagar) : I have given 3 notice in regard to the Agreement which the Government of India has entered into with the U.S firm Hemlock to buy Poly-Silicon Technology.

MR. SPEAKER : I will look into it.

SHRI AMAL DATTA (Diamond Harbour) : I have given a notice regarding manmade fibre industry Licensing scandal.

MR. SPEAKER : We will see. I shall discuss with you.

(Interruptions)**

SHRI AMAL DATTA : There seems to be a communication gap. We do not know what is in your mind.

MR. SPEAKER : We will see. You come to me. You are always welcome. It is your chamber.

(Interruptions)

[Translation]

SHRI VIJAI KUMAR YADAV : Will it not be look into.

[English]

MR. SPEAKER : I am helpless. It is only the Election Commission which can do it.

[Translations]

SHRI VIJAI KUMAR YADAV : Who will look into it. There is nobody to look into it.

[English]

MR. SPEAKER : I am helpless in that.

(Interruptions).

[Translations]

AN HON. MEMBER : Home Minister can be asked.

[English]

MR. SPEAKER : The Election Commission is independent.

**** (Interruptions)**

MR. SPEAKER : Not allowed. Now, only Papers Laid on the Table. Shri Abdul Gafoor.

12.06 hrs.

PAPERS LAID ON THE TABLE

[English]

Delhi Urban Act Commission (Terms and conditions of service) Amendment Rules and Annual Report of Delhi Urban Art Commission, New Delhi for 1983-84

THE MINISTER OF WORKS AND HOUSING (SHRI ABDUL GHAFUOR) : I beg to lay on the Table:-

- (1) A copy of the Delhi Urban Art Commission (Terms and Conditions of Service) Amendment Rules, 1948. (Hindi and English versions) published in Notification No. G.S.R. 41 in Gazette of India dated the 12th January, 1985, under sub-section (3) of section 26 of the Delhi Urban Art Commission Act, 1973.

[Placed in Library. See No. LT-475/85]

- (2) A copy of the Annual Report (Hindi and English versions) of the Delhi Urban Art Commission, New Delhi, for the year 1983-84, under section 19 of the Delhi Urban Art Commission Act, 1973.

[Placed in Library. See No. LT-476/85]

Annual Report of Land Review on Coconut Development Board, Cochin, for 1983-84 and a Statement

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : I beg to lay on the Table :

- (1) (i) A copy of the Annual Report (Hindi and English version) of the Coconut Development Board, Cochine, for the year 1983-84, under sub-section (4) of section 17 of the Coconut Development Board Act, 1979.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Coconut Development Board, Cochin, for the year 1983-84.

- (2) A Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT 477/85]

Notifications under Essential Commodities Act, Review on and Annual Report of North Eastern Regional Agricultural Marketing Corporation Ltd Gauhati for 1983-84, and Annual Report of Controller General of Patents, Designs and Trade Marks for 1983-84.

THE MINISTER OF FOOD AND CIVIL SUPPLIES (RAO BIRENDRA SINGH) : I beg to lay on the Table

- (1) A copy each of the following Notifications (Hindi and English versions) under sub-section (6) of section 3 of the Essential Commodities Act, 1955:-

- (i) The Sugar (Price Determination for 1984-85 Production) Order, 1985 published in Notification No. G.S.R. 55(E)/ESS Com-Sugar in Gazette of India dated the 31st January, 1985.

- (ii) The Sugar (Price Determination for 1984-85 Production) Amendment Order, 1985 published in Notification No. G.S.R. 132 E) ESS. Com/Sugar in Gazette of India dated the 2nd March, 1985.

[Placed in Library. See. No. LT-478/85]

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

- (i) Review by the Government on the working of the North Eastern

Regional Agricultural Marketing Corporation Limited, Gauhati, for the year 1983-84.

(ii) Annual Report of the North Eastern Regional Agricultural Marketing Corporation Limited, Gauhati, for the year 1983-84 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon.

(3) A statement (Hindi and English versions showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library. See No. LN-479/85]

(4) A Copy of the Annual Report (Hindi and English versions) of the Controller General of Patents, Designs and Trade Marks under section 126 of the Trade and Merchandise Marks Act, 1958, for the year 1982-84.

[Placed in Library- See No. LT-480/85]

Financial Estimates and Performance Budget of the Employees' State Insurance Corporation for 1985-86.

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI T ANJAI AH) : I beg to lay on the Table.

a Copy of the Financial Estimates and Performance Budget (Hindi and English versions) of the Employees' State Insurance Corporation, for the year 1985-86 under section 36 of the Employees' State Insurance Act, 1948.

[Placed in Library See No. LT-481/85]

Notifications Under Customs Act, and under Central Excise Rule

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI JANARDHANA POOJARY) : I beg to lay on the Table:

(1) A copy of each of the following Notifications (Hindi and English versions) under section 159 of the Customs Act, 1962 :-

(i) G S R 56(E) published in Gazette of India dated the 1st February, 1985 together with an explanatory memorandum regarding exemption to specified items of

garment and hosiery making machines from basic customs duty in excess of 25 per cent ad valorem and whole of additional duty of customs.

(ii) G S R 57(E) published in Gazette of India dated the 1st February, 1985 together with an explanatory memorandum regarding exemption to certain specified garment and hosiery making machines covered by Notification No. 16/85-Customs dated the 1st February, 1985 from the auxiliary duty in excess of 10 per cent ad valorem.

(iii) G R S 58 (E) published in Gazette of India dated the 1st February, 1985 together with an explanatory memorandum making certain amendment to Notification No. 49-Customs dated the 1st March, 1979.

(iv) G S R 59 (E) published in Gazette of India dated the 1st February, 1985 together with an explanatory memorandum regarding exemption to Alpha Pinene and Turpentine imported for the manufacture of terpene chemicals from the basic customs duty in excess of 35 per cent ad valorem.

(v) G S R 74 (E) to 75(E) published in Gazette of India dated the 2nd February, 1985 together with an explanatory memorandum regarding exemption to machinery, equipments, components, and raw materials including consumables imported against licences covered by Public Notice No. (9-ITC)/(PN)/84- dated the 16th November, 1984 from basic customs duty in excess of 40 per cent, ad valorem auxiliary duty in excess of 25 per cent ad valorem, and from the whole of the additional duty of customs leviable thereon.

(vi) G S R 192 and 193 published in Gazette of India dated the 23rd February, 1985 together

with an explanatory memorandum making certain amendment to Notification Nos. 132-Customs dated the 2nd July, 1980 and 70-Customs dated the 25th March, 1978.

- (vii) G S R 107 (E) to 113 (E) published in Gazette of India dated the 28th February, 1985 together with an explanatory memorandum extending concessional customs duties on certain items required by wrist watch industry.
- (viii) G S R 114 (E) and 115 (E) published in †Gazette of India dated the 28th February, 1985 together with an explanatory memorandum regarding exemption to telecommunication equipments, components, sub-assemblies and accessories imported for a Government project called "CIVICON" from basic customs duty in excess of 40 per cent **ad valorem** auxiliary duty in excess of 25 per cent **ad valorem** and whole of the additional duty of customs leviable thereon.
- (ix) G S R 116 (E) published in Gazette of India dated the 28th February, 1985 together with an explanatory memorandum regarding exemption to Soda Ash of dense and light varieties from basic customs duty in excess of 15 per cent **ad valorem** and 35 per cent **ad valorem** respectively.
- (x) G S R 128 (E) published in Gazette of India dated the 28th February, 1985 together with an explanatory memorandum making certain amendment to Notification No 232-Customs dated the 18th August, 1983, so as to extend the concessional rate of basic customs duty of 50 per cent **ad valorem** and complete exemption from additional duty of customs in respect of TV colour picture tubes pre-aligned with deflection yokes.
- (xi) G S R 129 (E) and 130 (E) published in Gazette of India dated the 28th February, 1985, together with an explanatory memorandum regarding exemption to denatured ethyl alcohol of 94.68 per cent V/V minimum strength, when imported into India for industrial purposes, from the whole of basic, auxiliary and additional duties of customs leviable thereon.
- (xii) G S R 134 (E) and 135 (E) published in Gazette of India dated the 4th March, 1985 together with an explanatory memorandum regarding exemption to enriched uranium when imported into India for fabrication into fuel elements for use in atomic power reactors from the basic customs duty in excess of 40 per cent **ad valorem** and auxiliary duty of customs in excess of 25 per cent **ad valorem** and the whole of additional duty of customs leviable thereon.
- (xiii) G S R 137 (E) and 138 (E) published in Gazette of India dated the 4th March, 1985 together with an explanatory memorandum regarding exemption to photographic cameras, cinematographic cameras and lenses, filters, flash light apparatus and exposure meters required for use with such cameras, when imported by accredited press cameraman upto a value limit of Rs. 30,000 from the whole of the basic, auxiliary and additional duties of customs leviable thereon.
- (xiv) G S R 140 (E) published in Gazette of India dated the 6th March, 1985 together with an explanatory memorandum regarding revised rates of exchange for conversion of Swiss Francs into Indian currency or vice versa.

(2) A copy each of the following Notifications (Hindi and English versions) issued under the Central Excise Rules, 1944 :-

- (i) G S R 64 (E) published in Gazette of India dated the 1st February, 1985 together with an explanatory memorandum making certain amendment to Notification No. 20/179-CE dated the 4th June, 1979.
- (ii) G S R 66 (E) to 68 (E) published in Gazette of India dated the 1st February, 1985 together with an explanatory memorandum regarding withdrawal of rebate of excise duty on tea.
- (iii) G S R 69 (E) published in Gazette of India dated the 1st February, 1985 together with an explanatory memorandum seeking to make the exemption available to excisable goods also when cleared from the bonded warehouses.
- (iv) G S R 72 (E) published in Gazette of India dated the 1st February, 1985 together with an explanatory memorandum making certain amendment to Notification No. 239/82-CE dated the 1st November, 1982.
- (v) G S R 119 (E) to 121 (E) published in Gazette of India dated the 28th February, 1985 together with an explanatory memorandum reducing the excise duty on watches and watch components from 10 per cent to 1 per cent *ad valorem* and withdrawing the exemption available to watches manufactured in small scale units.
- (vi) G S R 139 (E) published in Gazette of India dated the 5th March, 1985 containing corrigenda to Notification Nos. 24/85-CE and 25/85-CE dated the 28th February, 1985.

(vii) G S R 124 (E) published in Gazette of India dated the 28th February, 1985 together with an explanatory memorandum seeking to extend to exemption available to capital goods, components and raw materials cleared from factories of their manufacture and brought into Santa Cruz Electronics Export Processing Zone, to all excisable goods cleared from the bonded warehouses in addition to factories of manufacture.

(viii) G S R 125 (E) published in Gazette of India dated the 28th February, 1985 together with an explanatory memorandum making certain amendment to Notification No. 272/79-CE dated the 18th October, 1979.

(ix) The Central Excise (Amendment) Rules, 1985 published in Notification No. G S R 65 (E) in Gazette of India dated the 1st February, 1985.

[Placed in Library See. No. LT-483/85]

Notification Containing President's order rescinding his order of 24.6.1983 in relation to the Union Territory of Pondicherry.

THE MINISTER OF HOME AFFAIRS (SHRI S B CHAVAN): I beg to lay on the Table a copy of Notification No. S. O. 193 (E)(Hindi and English versions) published in Gazette of India dated the 16th March, 1985 containing the President's Order dated the 16th March, 1985 under section 51 of the Government of Union Territories Act, 1963, rescinding the Order made by him on the 24th June, 1983 in relation to the Union Territory of Pondicherry.

[Placed in Library. See No. LT.484/85]

12.08 hrs.

RESIGNATION BY MEMBER

[English]

MR. SPEAKER : I have to inform the House that I received a letter dated 15 March, 1985 from Shri Sharadchandra Govindrao Pawar, an elected Member from Baramati constituency of Maharashtra, resigning his seat in Lok Sabha from 18 March, 1985. I have accepted his resignation with effect from today, the 18 March, 1985.

12.09 hrs.

[English]

ELECTION TO COMMITTEES

(i) Advisory Council of the Delhi Development Authority

THE MINISTER OF WORKS AND HOUSING (SHRI ABDUL GHAFOOR) : I beg to move:

“That in pursuance of sub-section (2) (b) of Section 5 of the Delhi Development Act, 1957, 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 Advisory Council of the Delhi Development Authority, for a term of four years, subject to the other provisions of the said Act.”

MR. SPEAKER : The question is :

“That in pursuance of sub-section (2) (b) of Section 5 of the Delhi Development Act, 1957, 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 Advisory Council of the Delhi Development Authority, for a term of four years, subject to the other provisions of the said Act.”

The motion was adopted.

PROF. MADHU DANDAVATE (Rajapur) : Mr Speaker, Sir, one item is missing from the List of Business. The Discussion under Rule 193 on Transport Policy Committee Report. This discussion has already begun. It was incomplete. How is it that all of a sudden, it is missing ?

[Translation]

MR. SPEAKER : Only the reply remains to be given that will be done.

[English]

PROF. MADHU DANDAVATE : In our absence was the reply given ?

MR. SPEAKER : It is still pending. It will be taken up after the Railway Budget.

(ii) Rajghat Samadhi Committee

THE MINISTER OF WORKS AND HOUSING (SHRI ABDUL GHAFOOR) : I beg to move :

“That in pursuance of sub-section (1) (d) of Section 4 of the Rajghat Samadhi Act, 1951, 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 Rajghat Samadhi Committee for the 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 sub-section (1) (d) of Section 4 of the Rajghat Samadhi Act, 1951 the members of this House do proceed to elect, in such manners the Speaker may direct, two members from among themselves to serve as members of the Rajghat Samadhi Committee for the term commencing from the date of notification by the Government, subject to the other provisions of the said Act.”

The motion was adopted.

(iii) Indian Council of Agricultural Research

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : I beg to move :

“That in pursuance of Rule 4 (vii) of the Rules of the Indian Council of Agricultural Research, 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 Indian Council of Agriculture Research for a term of three years, subject to the other provisions of the said Rules.”

MR. SPEAKER : The question is :

12.12 hrs.

[English]

MATTERS UNDER RULE 377

(i) Delay in Establishing the Proposed Railway Coach Factory at Mohanpur in district Mirzapur (U.P.)

SHRI RAM PYARE PANIKA (Roberts-ganj) : In the year 1980, after the general elections a proposal was sponsored by the Ministry of Railways for establishment of Railway Coach factory at Mohanpur, District Mirzapur, U.P. The then Chief Minister, U.P. (now Finance Minister Central Government) had also agreed to provide 1200 acres land free of cost. The site is on the Road from Allahabad to Howrah and close to Railway Station Pahara on Delhi-Howrah route.

This project was cleared by the then Railway Minister but has remained unimplemented so far.

Since this fact is known to the people of the area its non-implementation has led to agitations, hunger strikes and ultimate boycott of Central elections 1985 by a sizeable number of youth.

Through you, Sir, I would like to draw the attention of Hon'ble Railway Minister to look into this on priority basis and issue orders for implementation of this project at Mohanpur.

[Translation]

(ii) Demand for increase in the Scholarship amount given to Scheduled caste, Scheduled Tribe Students.

SHRI MAHABIR PRASAD (Bansgaon);

Mr. Speaker, Sir, through you, I would like to draw the attention of the Central Government regarding the need to increase the amount of scholarship given by the Central Government to Scheduled castes Scheduled Tribes' backward classes and other weaker sections living in the entire Uttar Pradesh or other States.

"That in pursuance of Rule 4 (vii) of the Rules of the Indian Council of Agricultural Research, 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 Indian Council of Agricultural Research for a term of three years, subject to the other provisions of the said Rules."

The motion was adopted

(vi) Employees State Insurance Corporation

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI T. ANJIAH) : I beg to move :

"That in pursuance of Section 4 (i) of the Employees' State Insurance Act, 1948, read with rule 2A of the Employees' State Insurance (Central) Rules, 1950, 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 Employees' State Insurance Corporation, subject to the other provision of the said Act."

MR. SPEAKER : The question is :

"That in pursuance of Section 4 (i) of the Employees' State Insurance Act, 1948, read with rule 2A of the Employees' State Insurance (Central) Rules, 1950, 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 Employees' State Insurance Corporation, subject to the other provision of the said Act."

The motion was adopted.

Sir, in view of the prevailing circumstances, the pay and allowances of Central and State Governments employees or semi-Government employees and Members of Legislatures have been increased from time to time and are being increased by Central and State Governments. But the amount of Scholarship given to the students belonging to the said castes has not been increased in spite of prevailing difficult circumstances.

I, therefore, request the Central Government that keeping in view the economic condition of these classes, instructions should be issued at all levels for increasing scholarship amount on priority basis for economic and social betterment of the students belonging to these classes.

- (iii) Acute shortage of drinking water in Gazipur District of U.P. and need to formulate longterm Schemes for tackling the problem.

SHRI ZAINUL BASHER (Ghazipur): Mr. Speaker, Sir, there is a serious crisis of drinking water in Ghazipur district of U.P. People are not getting drinking water. A large number of wells have gone dry. The crisis of drinking water has been assuming serious proportions during the last few years.

Arrangements have been made and are being made to supply drinking water to scarcity Villages according to the list prepared in 1972. In the list of 1972, only a few villages were included as scarcity villages. Now, about 80 per cent villages have become scarcity villages in Ghazipur, Mohammada-bad and Jamania Tehsils while the percentage of such villages in Saidpur Tehsil is 50 per cent. If work of providing drinking water in the scarcity villages is to be started on the basis of the list of 1972, then the problem of providing drinking water cannot be solved.

It is the need of the hour that in view of the seriousness of the crisis of drinking water, the work for its supply should be done on war-footing. The problem of drinking water can be solved only by formulating long term schemes. In Ghazipur, hand pumps cannot work for long and become out of order after a few days.

I request the Government to pay immediate attention to words drinking water crises in Ghazipur.

[English]

- (iv) Working law and order situation in South Delhi and need to set up more police posts and depute more mobile vans to check murders, etc.

SHRI LALIT MAKEN (South Delhi): Sir, the law and order situation is worsening day by day in South Delhi. In the last two and a half months, thirteen people have been killed and about one dozen dacoities have taken place. Last incident took place on 14th March when some armed dacoits robbed over Rs. four lakhs from a South Delhi bank. People are becoming panicky. Their lives have become insecure. South Delhi is a place in Delhi where the rate of crime is maximum. The Government must pay immediate attention to the deteriorating condition of law and order. More police chowkies should be set up. More police mobile vans should be deputed to check the murders and dacoities.

- (v) Need for immediate steps for development of Paradip Port.

SHRI CHINTAMANI PANIGRAHI (Bhubaneswar): Paradip a major maritime port in the eastern India to all appearance is dying. Being at the mouth of the river Mahanadi, the inevitable silting of the port and the shallowness of the draft were never periodically checked. The only dredger 'Konark' that was purchased at a cost of Rs. 10 crores accidentally ran aground in 1980 and remains inoperative until now and consequently cargo ships of heavier draft find the harbour unsuitable. Failing to bring the grounded dredger up on the sea, the authorities decided to break it into pieces but yet the plan is on the shelves. And the grounded dredger for the last four years is blocking the ships with large draft. A new dredger is a must for such a port because hiring dredger is expensive and would result in loss. The port is also going without a sand pump of its own after Rs. 2.5 crores sand pump went out of order on March 2, 1983. As a result, the total cumulative loss of the Paradip Port Trust so far stands at Rs. 39.55 crores and its export and its import

and import trade is dwindling. Various Committees that the Government of India appointed for examining location of naval yard, petrochemical complex and fishing harbour, have recommended Paradip giving highest preference. But surprisingly these recommendations have been cold shouldered. I urge upon the Government to take immediate measures so that the hurdles that are impeding the growth of this major port are overcome without any further loss of time and the port is saved.

(vi) Pollution of Kallada river near Quilon district (Kerala) and need to take anti-pollution measures.

SHRI K. KUNJAMBU (Adoor) :

Sir, I wish to draw the attention of the Government to the serious problem arising out of pollution of Kallada river due to the poisonous effluents being discharged from the Panalur Paper Mill in Kerala.

Kallada river near Panalur in the Quilon district of Kerala is highly polluted today. The people living all along the banks of this river depend on it for their daily requirements of water. There was a time when the water in this river was clean and crystal-clear. But, after the paper mill at Panalur started discharging the effluents into this river, it has turned into a curse. The water has become highly polluted and totally unfit for human consumption. Even plants dry up after being watered by it. The period between January and May is the worst period when there is no steady flow in the river and water remains in puddles. People dig shallow wells on the sandy river bed and use the water. But now it is too dangerous to use this water.

The agitated public has been demanding strict anti-pollution measures, but unfortunately no effective steps have been taken so far. Therefore, I would request the Central Government to send a team of experts to this place and inquire into the lapses in the implementation of the anti-pollution measures and take stern measures to arrest pollution.

(vii) Need to clear the Polurwaram Project In Andhra Pradesh.

SHRI S.M. BHATTAM (Visakhapatnam) : The Polavaram Project proposed across the river Godavari near Polavaram in Andhra Pradesh is conceived as a multipurpose project concerning irrigation, water supply, power and navigation benefits. The above project for Stage I comprising Dam and left canal was submitted to Central Water and Power Commission in 1978 at an estimated cost of Rs. 298 crores. Based on the comments and suggestions of the CWPC, the modified report prepared for Rs. 884 crores was submitted by A. P. Government to CWPC in April, 1983. It is not so far cleared.

The left canal of Polavaram Project will cater to the irrigation requirements of the upland areas in Viskhapatnam, East and West Godavari to the extent of five lakhs of acres. The project is more particularly needed to meet the full water requirements.

(viii) Acute shortage of drinking water in Kharagpur (West-Bengal) and need to take immediate steps to bring water from Savarnarekha

SHRI NARAYAN CHOUBEY (Midnapore) : There is a severe scarcity of water in Kharagpur in West Bengal, having a population of more than three lakhs. Underground water in the area is going down everyday, all the deep wells are yielding lesser and lesser water and are going to be inoperative soon. If no new measures are taken from now, the entire town complex will have to be shifted or the people will desert Kharagpur only for water. The only viable plan which can save Kharagpur from water scarcity is to bring water from the river Subarnarekha which is at a distance of 25 KM from the town. The Ex-Railway Minister ordered survey for such a plan whose cost was to be equally borne by the railways and Kharagpur Municipality. But after the ex-Railway Minister vacated his office, the plan has been dropped. In the meantime hardship of the people of Kharagpur has further grown and people fight at community taps for a bucket of water. I request the

Government to immediately intervene and order to take up the plan to bring water to Kharagpur from Subarnarekha to save citizens from disaster.

and it can come forward with its proposals either of taxation or otherwise. Now they are entitled to present another budget, over and above that which is presented for the country as a whole by the Minister of Finance.

12.22 hrs.

RAILWAY BUDGET 1985-86
GENERAL DISCUSSION

[English]

MR. SPEAKER : Now, we will take up the General Discussion on Railway Budget.

SHRI S.M. BHATTAM (Visakhapatnam): Thank you for giving me an opportunity to initiate discussion on the Railway Budget. The decades old practice of presenting a separate Budget for Railways has been there. At the outset, I would like to raise a fundamental and basic question and ask if this is proper and if there is beneficial justification and a special purpose in allowing the Railway Ministry to present a separate Budget.

12.23 hrs.

[MR. DEPT. SPEAKER *in the Chair*]

It is known Sir that the Railways are owned and maintained by the Government, even though the operations are controlled and directed by the Railway Board. About Rs. 8500 crores have gone to the Indian Railways from the national exchequer. I also remember on a previous occasion when the then Railway Minister was giving a reply to the Debate in the House, he was mentioning that nothing could move unless it be with the permission, concurrence and consent of the Finance Ministry. That being so, where is the question of the Railway Ministry bringing in a separate Budget on its own and that too it has got precedence and priority over the General Budget. It is as if this a Government within Government, it is a parallel Government. I cannot conceive of such a situation. Therefore, I suggest that this procedure may be given up. Just as in the case of any other Department, this Department can also present its Demands under the usual manner

In this connection, I would also like to invite your attention to Article 112 of the Constitution. I quote-

“The President shall in respect of every financial year cause to be laid before both the Houses of Parliament a statement of the estimated receipts and expenditure of the Government of India for that year...”

I specially underline the words ‘a Statement’ of the estimated receipts and expenditure of the Government of India’.

There can only be one statement; there cannot be two statements; nor that two statements cannot be given. But what was visualised in the Constitution? What was envisaged in the Constitution? The presentation of only one composite budget and not two separate budgets to be presented here. Therefore, for the last about 60 years’ ever since the dawn of the independence, I am conscious of the fact that this practice obtains. Even for the last about 60 years, during the days of the British, this system obtained; and continuance of the practice for a period of 60 years alone provides justification. I think it is not proper; and this is the relic of the past; this is the reminiscence of the colonial rule and it better be given up. We should fall in line with the rest of the departments and let the Railway Ministry prepare and present demands of its own on par with the rest of the departments.

The next point is about exorbitant, abnormal and unprecedented hike in the taxes. This is the second biggest hike in the last two decades which they have done with impunity. I do remember that on a previous occasion, on the eve of election, the then Minister of Railways, while presenting a budget, imposed no burden on the tax-payers, on the common passengers. Now, immediately after the elections, they

came forward with a heavy taxation on the common passengers, passengers travelling by all trains, suburban as well as non-suburbans. The government has come out in its true colour, after the elections are over. So, at the time of elections, they got votes and after the elections are over, they get notes. This is the practice which is being adopted. This is not proper. They have not spared anybody; they have not spared even the common passengers, suburban passengers. They are mostly salaried people, fixed income group, the average middle class. Even those people suffer from the heavy imposition of tax burden on them. This cannot go on. The Minister while imposing heavy taxation on the common passengers is on the wrong track. This train is bound to be derailed. Let him come forward with suitable suggestions for suitable proposals for further reducing taxation proposals which were imposed on the people without any consideration or the premises extended to them that this government only stands to give some advantages and benefits and not impose any additional burden and responsibility.

Now, the total tax burden proposed to be levied on the people is to the extent of Rs. 495 crores. This is one of the highest hikes ever imposed in the last two decades. The Finance Secretary in today's daily has said, the increase in railway fare will have effect on increase in the prices oil, petrol, cooking gas and several other articles and this will have a multiplier effect. This will increase prices of all sorts of commodities which are required by the common people; and that is the situation which the Minister should have taken notice of while imposing new taxes.

The taxation on the common passengers is to the extent of Rs. 153 crores this year. In the total budget, can't the Minister save 2-3 per cent so this would be eliminated; this could have been avoided; if 2 or 3 per cent saving could be effected, the imposition of such heavy burden on the passengers would have been avoided, which he has not done? I am sorry, this is a sad state of affairs. The Minister, at one stage, has waxed eloquent on the need for effecting economy in the Railway administration and said that he was committed to it. Where are the specific proposals for it? Is he not doing anything for that? Does it mean that

he cannot achieve a saving of 2 to 3 per cent of the total budgetary provision?

Here, I may give certain figures. The total working expenses for the year 1983-84 have come to Rs. 3,989 crores. In 1984-85 the figure has increased to Rs. 4,587 crores and in 1985-86 it goes up to Rs. 4,855 crores. So, between 1983 and 1985, in a period of two years the increase in working expenses comes to Rs. 869 crores. Such a heavy increase in working expenses should be reduced. And if the Minister is serious enough and if his commitment carries any conviction that he will be in a position to effect economy, he should come forward with a specific proposal. And in his speech there is no indication of any such attempt to effect economy.

The Railway Reforms Committee have made several recommendations. It consists of competent experts and specialists in the field. Very important recommendations have been made but they are lying in cold storage. Have any recommendations been implemented? Most of the recommendations are, I think, still lying in cold storage. I would request the Government to examine and see how best they could be implemented. They should give a specific reply about the implementation as early as possible.

Again, the question of providing the necessary amenities to the passengers comes up. What is going to be done in this respect? Nothing specific has been mentioned by the hon. Minister. It is not clear whether he wants to do something. He only speaks about cleanliness. Cleanliness, not of the type that the Prime Minister has been harping upon, day in and day out. That is different. He is talking of cleanliness on the platform and that is what is what is contemplated. Here also, he wants the people to come and cooperate. Of course, railway platform is a public place, and people have to cooperate. No doubt, the successful implementation of heavy programmes requires the people's cooperation but I want to ask the hon. Minister why the Railways have not introduced a single programme which will yield results and add to the benefits and amenities of the people? We do not find any inkling of it in the entire budget.

Again, he does not say anything about the benefits to be given to the Railway employees. Does he give any special help, any assistance or any guarantee about future benefits to those people? Nothing has been said in the budget speech of the hon. Minister.

Some time ago, the then Minister stated that he would set up a catering corporation for the Railways. What has happened to that pious idea? Has it been given up? What happened to that catering corporation? I would like to ask the hon. Minister to give serious consideration to that and to let us know in his reply what he is going to do about it.

Earlier the slogan was 'Safety, security and punctuality.' Now he has changed the slogan. Only safety and security are there. Punctuality is not there. Does it mean that he wants safety and security only now? Punctuality has been conveniently forgotten because it is very difficult to adhere to. Therefore, the new slogan is comfort, safety and security. Have you dispensed with the idea of having punctuality? Even this word does not find place in the slogan which was raised years ago. I would like to know the goals of the Railways and what they want to achieve for the benefit of the people. That is not mentioned anywhere in the Minister's speech. There has been no mention of any developmental activity. There is no target fixed in that direction. There is no hint of any development anywhere except a railway line in Madhya Pradesh, another in Uttar Pradesh and here and there. That means what? There is a lot of regional imbalance. The States are totally neglected. In certain parts of the country a number of schemes have been sanctioned years ago, but nothing has been done uptil now. Therefore, I say that the development aspect was not given due attention which is required to be given.

Again, the main feature of the Budget is an all round failure of the Government to reach the target. I may mention about the traffic target. In the year 1984-85 the traffic target was 309 million tonnes. It was later on revised to 280 million tonnes. Later, it was brought down to 270 million tonnes. Again, it was scaled down to 260 million tonnes. And the latest revision was 245 million tonnes. Here, again there is a

likely shortfall of 8 million tonnes. Even after the revision, re-revision, there is still to be a shortfall to the extent of 8 million tonnes. So far as the coming year is concerned, the target now fixed is 250 million tonnes. The Minister finds fault with the core sector. He says that it is a failure on the part of the core sector not to give them the required load. He conveniently wanted to pass the buck on to them. He wanted to find a scapegoat. But if you ask the core sector, the reply is that the coal is being piled up at the pitheads and the Railways are not able to clear it. Therefore, their production is suffering. For this, they put the blame on the Railway Ministry. But here the Railway Minister says that it is the failure of the public sector not to give them sufficient load. They are not able to talk in a common voice. But there is a failure on the part of the Railway Ministry to achieve the target.

Again on the earning side, the estimated earning from goods traffic is expected to be Rs. 3689 crores in the year 1984-85. Now, here the shortfall is of the order of Rs. 32 crores. The expected earning from the passenger traffic is Rs. 1508 crores. Here the shortfall is Rs. 68 crores. There is a declining trend in the passenger traffic. That can be seen clearly. I can give some figures from their Annual Report. In the year 1978-79, railways carried 3719 million passengers.

The number of passengers in the year 1981-82.....

(Interruptions)

MR. DEPUTY-SPEAKER : Mr. Sreeramamurthy, the total time allotted to your group is forty minutes.

SHRI C. MADHAV REDDY (Adilabad) : The time allotted for discussion is ten hours or forty minutes?

MR. DEPUTY-SPEAKER : Total time allotted is ten hours and out of that, forty minutes are allotted to your party. Therefore, if he wants to continue, others will not...

(Interruptions)

SHRI C. MADHAV REDDY : He will take thirty minutes, others will take ten minutes.

AN HON. MEMBER : The member who initiates should be given a little more latitude.

MR. DEPUTY-SPEAKER : Yes, that is the convention.

SHRI S. M. BHATTAM : The number of passenger journeys in the year 1978-79 was 3,719 million which came down to 3,704 million in 1981-82, 3,655 million in 1982-83 and 3,325 million in 1983-84. That clearly shows that there is a decline. The passenger traffic in terms of kilometres has also decreased. The figures for this are also available in the Annual Report which was produced. In the year 1981-82, the number of kilometers was 370 million. In the year 1982-83, it came down to 3,655 million and in 1983-84 to 3,325. That shows that there is a consistent and gradual decline in the passenger traffic. However, the hon. Minister presumes that there will be an increase in the passenger traffic in the coming years. He expects an increase of two percent in the non-suburban traffic and four per cent in the suburban traffic. What is the basis for his optimism, I am not able to know today.

Now I come to the shortfall in the achievements of the Railway Ministry. In the year 1984-85, the revised gross traffic receipts are Rs. 5,390 crores. These are less by Rs. 67 crores than what was originally anticipated. With regard to the electrification, the Sixth Plan envisaged electrification of 2,800 Kilometres of railway line. In the first four years, they could electrify only 1,187 Kilometre leaving a balance of 1,613 Kilometres. Since they have achieved only 1,187 kilometres in the first four years, how can they achieve the balance of 1,613 kilometres? So, obviously there is going to be a very big gap which he will not be able to fill. Similarly, in terms of money also, an amount of Rs. 450 crores was allotted for electrification during the Sixth Plan. Out of this they have spent only Rs. 254 crores in the first four years, leaving a balance of Rs. 196 crores. If they have been able to spend only Rs. 254 crores, how can they spend Rs. 196 crores in the last years? It is impossible. So, there is going to be a shortfall here also. I must mention here that during the

last thirty years commencing from the year 1950-51, only 6,000 kilometres out of 61,000 and odd kilometres of railway line could be electrified. This is the achievement. That means only ten per cent could be electrified.

About the new lines, I may mention that during the Sixth Plan period, a provision of Rs. 380 crores was made for this. Out of this, they have spent only Rs. 228 crores during the first four years of the Plan, leaving a balance of Rs. 152 crores. How can they spend Rs. 152 crores in one year when they have taken four long years to spend Rs. 228. crores? It shows that there is definitely going to be a shortfall here also. Unless new lines are constructed, there will be no progress at all. It is not that money was not available, there is going to be a shortfall even when money was available. They have not been able to utilise the money fully and properly. . . .

(Interruptions)

SHRI P. KOLANDAIVELU (Gobichettipalayam) : On a Point of Order, Sir. When the main discussion is going on railways, both the Railway Ministers,

(Interruptions)

AN HON'BLE MEMBER : One is there.

SHRI P. KOLANDAIVELU : Of course, one is here but he is not taking any interest in the discussion. . . .

(Interruptions)

MR. DEPUTY-SPEAKER : I would request the hon. Railway Minister to pay attention . . .

AN HON. MEMBER : He is not taking note of any of the discussion.

MR. DEPUTY-SPEAKER : I would request the Railway Minister to take note of the discussion.

SHRI S. M. BHATTAM : This is how railways are functioning, by-passing all the discussion that is taking place here.

Coming to expansion or construction of new lines, the total construction of new lines was 7,864 km. This is the total new

construction during the last 33 years, the net addition to 61,000 km. which was the figure in 1950-51. This is the achievement ever since independence. The Minister should take note of it. Otherwise, how can he effective reply to our criticism ?

The expansion of railway lines depends upon track renewal. It prevents accidents and provides safety to passengers. During the Sixth Plan period the track renewal envisaged was 14,000 km. The achievement for four years was 6,796 km, leaving a balance of 7,304 km. So, not even 50 per cent of the target was achieved as far as track renewal is concerned. So far as the expenditure part is concerned, against a provision of Rs. 500 crores, they have spent Rs. 774 crores. Therefore, so far as the expenditure part is concerned, they have exceeded the original allocation ; but, so far as the performance is concerned, it is less than 50 per cent of the target.

The railways had about 18,000 km of track to be renewed ; at the beginning of the Sixth Plan, the track required to be renewed was 14,000 m. During the Sixth Plan another 15,000 m. were added to it, making a total of 29,000 km. Out of this, only 6,000 km. were renewed, leaving a balance of 20,000 km. So, while the Sixth Plan started with a backlog of 14,000 km. to be renewed, the Seventh Plan starts with 20,000 km. This is how we are 'progressing.' This is what is happening.

Now I come to level crossings. As on 31.3.84 the number of level crossings is 41,518, out of which 14,680 are manned. Out of the remaining 22,531 un-manned level crossings, 1,600 are declared to be accident-prone. Here, again, we do not seem to have made considerable progress. Why not allocate a certain percentage of the outlay for these things, which are basic ? You cannot conveniently ignore them. There is no excuse for that.

During the year 1985-86 the total amount available for the annual plan would be of the same order as that of previous year. Then, how can there be improvement ?

There cannot be any improvement whatsoever in view of the heavy arrears in renewals and replacements of tracks. If

you want to do that, then adequate provision has to be made. That is what the Minister has said. But in the same breath he said that it will be of the same order and it will not exceed that. And he says if you ask for more, less will be given. I suppose the Planning Commission should also take notice of the very bad situation. Previously its total allocation in the Railways used to be 32 per cent. Now it is far reduced to about five per cent or even 2 to 3 per cent. Now, that its per centage in the Railway Budget has increased the Planning allocation for this also should be increased and that it should be completed.

When the Sixth Plan began, 29 projects were under construction. Money required for that purpose was Rs. 402 crores. Now 46 lines are under construction and only Rs. 1,000 crores have been allocated. In spite of this, in actual allocation only Rs. 90 crores have been made available. Then how the railway Ministry he expected to complete all this ? Unless you engaged the Minister for personal favours, even on the floor of the House you cannot draw his attention. He is so busy in conversation that you cannot draw his attention to the subject proper.

SHRI PRIYA RANJAN DAS MUNSHI (Howrah) : If the Opposition Members are troubling him, what can he do?

SHRI S.M. BHATTAM : Now, you have almost stopped all the fresh surveys and the development has come to a staggering halt.

Now I come to one or two more topics. This is about passenger amenities. Provisions for amenities do not increase the same manner as the revenues. They increase the revenue but do not take the responsibility for providing more amenities to the people.

We have about 67.68 railway stations, out of which only 376 have got retiring rooms. Majority of them do not have even drinking water facilities. There are no toilet facilities in most of the stations. The whole thing there is so untidy, very unhealthy dirty and filthy. I do not know what measures will the Minister like to take to see that proper amenities of this nature are

provided to the public. Now, security and punctuality of trains are at stake and I am not sure if the Minister will be able to do that even.

Towards the end of my speech I will refer to one or two things which relate to my State.

Visakhapatnam is a city known throughout the world. It is on the world map and on the national map as well. It is known more particularly because there is a steel plant and that the South Eastern naval Headquarter is also there. But the most surprising thing is that the name of its railway station is Waltair Railway Station. If somebody wants to go to purchase a ticket for Vishakhapatnam, then he has to purchase a ticket for Waltair and not Visakhapatnam, because there is no Visakhapatnam Railway station. Therefore, I would request the Minister to change the name of Waltair to Visakhapatnam. This will be a facility for everybody, because after all the passengers are going to Visakhapatnam. But in spite of such a demand every year, this small thing has not been done yet.

Moreover, I would request that the city of Visakhapatnam should be directly linked with New Delhi. Several other towns are being linked with Delhi, but it has not been done in the case of Visakhapatnam.

PROF. MADHU DANDAVATE (Rajapur) : There is no Waltair.

SHRI S.M. BHATTAM : Waltair is the name of a small village.

PROF. MADHU DANDAVATE : Name Waltair has been kept out of respect for the great French revolution leader Waltair, but it does not exist there at all.

SHRI S.M. BHATTAM : But Visakhapatnam does not exist in the map of the Indian Railways.

In the end, before concluding, I would like to urge upon the Minister to give consideration to various developmental activities through his Budget and give necessary

amenities to the people instead of taxing them heavily. This is the first gift of the newly elected Ministry to the people who reposed confidence in them. Before the elections they said that there would not be heavy taxation, but after the elections people are taxed heavily and they go on merrily and peacefully not caring for the reactions of the people. And therefore, before the House concludes discussion and debate on the Railway Budget, let the Minister come forward with concrete proposals by drastically reducing or slashing down the rates of increase in the charges of passenger traffic and goods traffic.

MR. DEPUTY-SPEAKER : Shri Sharad Shanker Dighe.

SHRI SHARAD DIGHE (Bombay North-Central) : Can I speak now or after Lunch?

MR. DEPUTY-SPEAKER : You can speak for five minutes now, and then you can continue after Lunch.

PROF. MADHU DANDAVATE : He cannot finish the Railways in five minutes.'

MR. DEPUTY-SPEAKER : You know, he can continue after Lunch.

SHRI NARAYAN CHOUBEY (Midnapore) : Shri Bansi Lalji is finishing Railways' so he cannot finish'.

SHRI SHARAD DIGHE (Bombay North Central) : Mr. Deputy-Speaker Sir, I rise to express my views on the Railway Budget which has been introduced by the hon. Railway Minister.

There are several salient features in the Budget. I will refer to them first, and thereafter there are certain points on which I am a little unhappy and I will comment upon them, and finally, I will make certain suggestions mainly as far as Bombay city is concerned.

The Railway Budget which has been introduced in this august House has generally to be welcomed. The hon. Railway Minister was under certain constraints and had certain compulsions. As

he already stated in his speech, the last budget for the financial year 1984-85 was a little soft budget, naturally because it was the pre-election budget and therefore, in that budget no enhancement in freight rates was proposed and there was only a nominal increase in the passenger fares with the result that the financial health of the Railways had further deteriorated and further resources had to be gathered in the present budget. Sufficient funds are necessary to replace the over-aged track and rolling stock. Several grievances have been expressed by the hon. Member who spoke earlier, but in order to meet those grievances, it would be necessary to mobilise the resources, raise funds and for that purpose this Budget has been aimed at. 14,000 kilometres of track are overdue for replacement. Locomotives, coaches, bridges, signalling equipment—all need overhaul and replacement. In fact, as stated, the Indian Railways are financially sick and therefore, it is necessary to raise further funds and invest them for all these purposes.

13.00 hrs.

Several accidents are occurring and the main reasons for these accidents are said to be the over-aged tracks and rolling-stock. I may refer to the ghastly accident at Byculla, which took place in Bombay on 22nd November 1984. In that accident at least 25 passengers were killed; they included many women, many working women who were going to their offices. And, at least, 95 persons were injured. It was a ghastly scene at Byculla station in Bombay on that day. Now, it is said that the three coaches which were involved in the derailment were over-aged as they belonged to 1950-51 category imported from Britain. It is also stated that nobody was bothered to send them, at least, for their overhauling which was due in July of that particular year.

MR. DEPUTY SPEAKER : You can continue after lunch. We adjourn for Lunch and we are meeting at 2 00 P.m

13.01 hrs

The Lok Sabha adjourned for Lunch till Fourteen of the clock.

The Lok-Sabha re-assembled after Lunch at five minutes past Fourteen of the Clock.

[MR. DEPUTY SPEAKER *in the Chair*]

RAILWAY BUDGET, 1985-86—GENERAL DISCUSSION—CONTD.

[*English*]

MR. DEPUTY SPEAKER : Shri Sharad Dighe shall continue his speech.

SHRI SHARD DIGHE : Mr. Deputy Speaker, Sir, before we rose for lunch, I was dealing with the ghastly accident which took place at Byculla Station on 22nd November, 1984. After the accident, a statutory enquiry was made by the Commissioner of Railway Safety, Eastern Circle; and he also scribed the accident to "failure of equipment, that is, mechanical axle of an EMU "Trailer Coach"; he has also commented adversely on the continued use of over-aged EMU stock which was also overdue for periodical overhauling. The Commissioner has also stressed the urgent need for testing of axles of over-aged and imported EMU stock to detect any incipient flaws, since there has been nine cases of accidents of axle breakage during the past few year. Therefore, I want to stress that it has been really necessary to check and examine the over-aged tracks and the over-aged rolling stock and also supply equipment so that the accidents can be minimised.

The hon. Railway Minister has already promised in his speech, to see that the accidents are hereafter minimised; and from that point of view also, it was necessary to raise resources so that these needs can be met and these demands can be met. Therefore, as I was stating, the Railway Minister had several problems before him not only to minimise accidents but also to cover deficit of Rs 403 crores and had to provide for works chargeable to development and other things like interest, dividend. He has also to raise an accident compensation safety and passengers 'amenities' fund, which has gone down to a great extent. It is therefore justified that a Surcharge of 12 1/2 per cent be levied on all the classes of passenger tickets and that a charge of 10 per cent on the total freight in respect of goods traffic should be there. He has also made certain other increases to which I will come

later on. There are also some very good proposals made by him. He has referred to the International Year of Youth and has given concessions to youth in the nature of 50 per cent concession in the tickets for youths between 13 and 23 years of age who go in a group. Certain concessions have been given to them for staying in hotels at holy places.

I would, however, be failing in my duty to my constituency if I do not comment upon or do not show my unhappiness with respect to the increase in the season ticket fares, as far as suburban railways are concerned.

Though the amounts appear to be small, I was very much perturbed by the observations made in this respect by the hon. Railway Minister. In paragraph 27 of his speech, Part II, he has categorically stated :

“A number of expert committees like Railway Convention Committee 1973, the High Level Committee on Social Burdens, the National Transport Policy Committee, the Rail Tariff Enquiry Committee and the Railway Reforms Committee have commented on the highly concessional nature of the Monthly Season Ticket fares in the Railways, leading to losses ”

He has not stopped there, but has gone further and said :

“The Rail Tariff Enquiry Committee, the Railway Reforms Committee and the High Level Committee on Social Burdens have urged the Government to adjust the season ticket fares in a phased manner so as to bring them equal to 24 or 25 single journey fares at all distances. If an effort is made to increase the season ticket fares at one stroke, the burden on passengers travelling on monthly season tickets will be very heavy.”

That indicates that this is only a beginning, and the aim is to increase the fares to the level of 24 or 25 single journeys. I would urge upon the Railway Minister to give a second thought to this aspect. There may be several Committees which might have said so as far as this concession to the season

ticket holders is concerned. But I do not know whether these Committees have taken into consideration one important aspect in this respect as far as a city like Bombay is concerned, Bombay suburban trains are used mainly by the working class people and the lower middle class people, and they are forced to use this transport. There is acute scarcity of housing in Bombay, so that a citizen of Bombay has to find out a house at a far-off place, far away from his place of work or place of employment. He does not go to a suburb voluntarily but is forced to go and stay there, and every day he has to come from the suburb travelling a long distance to his place of work to earn his livelihood. It is the basic function of the Government, it is their basic duty, it is their primary duty, to give food, clothing and shelter to the citizens. If we are unable to give suitable houses to the citizens of Bombay, it would not be fair on our part to make the transport dearer to them. I may go further and say that it would amount to adding insult to the injury. They do not travel for pleasure, they do not travel casually for some work here and there, but they have to travel every day only to earn their livelihood. And these wage-earners have got a fixed wage packet, and if you go on increasing the season ticket fares, then the value of their wage packet will be eroded. If this is the aim of the Government that ultimately they will make the season ticket equal to 24 or 25 single journeys, then I am afraid this will put a great hardship on the commuters. This appears to be only the beginning of it. Therefore, I will, with all sincerity, appeal to the Railway Minister to withdraw this or drop this proposal from the Budget, so that the commuters of Bombay City will not be put to great hardship as far as this aspect is concerned.

One suggestion as far as Bombay city is concerned. There was a Citizens' agitation by the residents of Bhyandar. That was on 5th of February 1985. Ultimately there was firing to disperse the irate mob and in that firing about 5 people have been killed. Their demand was simple. The demand of the residents of the suburban areas was that there should be shuttle services from Borivali to Verar or from Andheri to Verar so that they can easily attend on time their places of employment and reach there punctually. I do not know what has happened and what is

the difficulty. But I will urge upon the Government to consider this small demand of the residents of the Bombay suburbs and accede to that demand as early as possible.

There are certain projects as far as Bombay city is concerned. These projects are not new. They have been pending for a long time. They were discussed and suggested also as far back as, I should say, 1972 or so. Even in the report of the National Transport Policy Committee which was discussed at great length in this House some days ago, these projects have been referred to at page 233 of that report and it has been specifically mentioned that 3 schemes were urgently needed as far as Bombay city is concerned. (1) The optimisation of the Western and Central Railway suburban services. (2) A fly-over at Raoli Junction and a pair of additional lines between Bandra and Andheri along with the ancillary works on the Harbour Branch and (3) which is most important is the East-West corridor that is connecting Kurla, Mankhurd, Belapur and Panvel. As far as the last scheme is concerned, very good comments have been made by the National Transport Policy Committee itself in paragraph 12.7.6. They have categorically stated;

“We are of the view that an East-West corridor connecting the suburbs of Bombay with New Bombay should receive the highest priority as this, in our judgment, will help disperse commercial and industrial activities away from the City and also facilitate development of New Bombay”

As far as this project is concerned, I was sorry to say that a very small amount has been provided in this budget. In the book, ‘Explanatory Memorandum on the Railway Budget’ on page 30, item No. 79, I find that only Rs. 2 crores have been provided and the balance of sanctioned cost is Rs. 72.49 crores. Therefore, with this Rs. 2 crores I do not think not much progress can be made as far as this project is concerned. This project connects New Bombay with old Bombay and unless transport is provided, the establishment of New Bombay will have not much meaning at all. There is no transport for those citizens. Even the CIDCO buses which have been running have been

practically stopped and there is absolutely no transport for all those who have been forced to reside at the far off places at New Bombay.

If we want to development New Bombay and relieve South Bombay of the congestion and the other difficulties then it is quite necessary to give top priority to this Mankhurd-Belapur railway line. There my submission is that this provision of Rs. 2 crores is very meagre and substantial increase will have to be made immediately as far as this project is concerned.

Another project to which I referred to was fly over at Raoli junction and a pair of additional lines between Bandra and Andheri along with ancillary works on the barhour branch. As far as this also is concerned the report of the National Transport Policy Committee had categorically commended this project and has said :

“The provision of a rail fly-over at Raoli junction and an additional pair of lines between Bandra and Andheri, together with ancillary works on the barhour branch line, will also be necessary as this would provide substantial relief on the already congested western and Central railways suburban systems.”

For this also only Rs. 10 lakhs have been provided whereas the balance of sanctioned cost is Rs. 45.05 crores. Therefore, practically this project is kept in cold storage by providing a nominal amount of Rs. 10 lakhs. This project is very much important considering the suburban railways and the commuters who are travelling by that railway for their place of work. Therefore, my submission is that this amount of Rs. 10 lakhs may have to be substantially increased so that this project can be immediately taken in hand with a great speed.

There are several other suggestions which I want to make. One small suggestion which I will put before the hon. Minister is that at present the position in the suburban railways is that there is more crowding of the first-class compartments than even the second-class compartments. Therefore, it may be considered to increase the first-class

compartments also as far as these suburban trains are concerned.

There have been several projects of Maharashtra pending for a long time. Fortunately, west-coast konkan railway project is taking shape and it is proceeding in the right direction. But there are two-three more projects. First one is Manmad-Mudkhed (B.G. conversion) project, that is, Manmad-Aurangabad-Parbhani-Parli-Vaijanaith. For conversion of Manmad-Aurangabad-Parbhani-Parli-Vaijanaith to broad-gauge only Rs. 1 crore has been provided whereas the amount required is Rs. 19.94 crores. Then about another project of broad-gauging of narrow-gauge line, namely, Murtzapur-Achalpur, Murtzapur-Yavatmal, Pulgao-Arui, I do not find any reference here. I am subject to correction. Now, about conversion of Miraj-Latur into broad-gauge line and construction of railway line from Latur to Latur road, I do not find any reference in this Explanatory Memorandum here. I am again subject to correction. But these projects are pending for a long time before the Central Government.

They are very much vital as far as Maharashtra State is concerned. Therefore, I urge upon the hon. Railway Minister to look into the matter and provide more funds urgently so that these projects can be completed quickly.

With these words I conclude. Thank you.

SHRI M.R. JANARDHANAN (Tirunelveli): Mr. Deputy Speaker, Sir, I thank you very much for giving me this opportunity to make my maiden speech on the Railway Budget.

Sir, the Railway Minister presented this constrained and compulsive budget.

Though some of the new railway lines which have been introduced are to be welcomed, at the same time, I have to comment upon the passenger traffic because it is the only traffic communication available for the common man throughout India from Kashmir to Kanya Kumari.

The index of Passenger Traffic shows that in 1982-83 it was 3,655 millions; in

1983-84 it was 3,325 millions. So the percentage fall is 9. The Kilometre percentage is 1.76 only. It is clear that the ordinary passengers are evading the railway traffic day by day just to save their money and time because the railway freight was very high but now it is too high because he has put a surcharge of 12 1/2 per cent over and above the charge. I want the hon Railway Minister to reduce it.

Now, Sir, so far as the season ticket holders are concerned, the drop in this year is 194 million. That only shows that the season ticket holders (who consist of mostly students, labourers workers and poor farmers) are just unable to bear the season ticket fare which is already existing. Now, the hon. Minister says, we are going to charge 24 single charges in a month. Now, I respectfully submit, this is too much, because 30 days minus 4 Sundays comes to 26. Then, there is no concession at all. I request the Railway Minister to make it 15 single fare. Another point is this. The hon. Minister said that there is no increase in the fare for travellers upto 50 Kilometres. Now I request that this should be made 100 Kilometres in 1985-86.

Sir, in this connection, I congratulate the Railway Minister for encouraging the youth who travel in groups of 10 to get the concessional fare. I make a request to the Minister that instead of 10, the minimum number should be 6. At this juncture, I recall the words uttered by our beloved, late Prime Minister, Shrimati Indira Gandhi. Shrimati Indira Gandhi in 1971 was laying the foundation stone of Kanya Kumari to Trivandrum line. I was also present there on that occasion as a humble political worker.

I remember that Shrimati Indira Gandhi stressed the importance of this communication which connects Kanya Kumari to Kashmir. This is a line which helps not only the unity of the country, but also the economics of the whole country.

She stressed the importance of any new plan to be time-bound so to say because without fixing the target-time the railway line construction is delayed or incomplete, and the net result would be that the fruits of the economic development cannot be

reaped by the common people. Mr. Deputy Speaker, Sir, I am coming from Tamil Nadu and I would therefore like to bring to the notice of this august House that Karur-Dindigul railway line is pending for a long a time. The budget allotment for this project this year is quite insufficient and very meagre. I would therefore, request the hon. Railways Minister to speed up the Karur Dindigul railway line construction work by providing more funds.

Sir, Milavittan-Tirunelveli line is going to be completed this year. But at the same time, it should not be taken lightly that Karur - Dindigul - Tuticorin line can be delayed. I would request the hon. Railway Minister kindly to consider completing this line also very soon and this will go a long way in the economic development of the area. Sir, Karur Dindigul line is a very important connecting line and for that only an amount of Rs. 3 crores is provided in the present Railway Budget. As compared to the total allotments for the entire Railway Budget for the development of Railway throughout country, this small amount of Rs. 3 crores is hardly adequate for this railway line. The people in that constituency which is also my constituency, were having high hopes that the hon. Railway Minister would provide at least Rs. 10 crores for this railway line construction, this year. But to their dismay, only a small amount of Rs. 3 crores has been allocated for this line. I would, therefore request the hon. Minister Kindly to consider increasing this allocation to Rs. 10 crores at least.

Sir, in all the new line construction, Government is very keen in constructing sub-ways and over-head bridges at all the important level crossings. But, at the same time, in the existing lines in the crowded industrial areas like Melur-Tuticorin 652 Km/11 and 12, no subways or overhead bridges have been constructed so far. The people in those areas are finding it extremely difficult to move from one side to the other wherever the lines are existing. The area is so congested and there is always the question of law and order problem. I take this opportunity of requesting the hon. Minister to consider construction of sub-ways and overhead bridges in these existing railway lines wherever necessary.

Sir, about three months back, the railway line construction work between Milavittan-Tirunelveli was going on with great speed. But now there is slackness and delay in the construction work. The importance of this line cannot be set aside. I would request the hon. Minister to lock into this and expedite the work. I would again stress that our trains run with speed and steady, instead of 'slow and steady' so that the new India can win the time race. I would once again remind the hon. House that the time budget and finance budget must go together, at least in the matter of Railways. Thank You.

SHRI PRIYA RAJAN DAS MUNSHI (Howrah) : Mr Deputy-Speaker, Sir, I rise to support the Railways Budget presented by the hon. Minister of Railways, Shri Bansilal. I would like to make the following observations and suggestions. Sir, while initiating the debate, the hon. Member from the opposite side, from Telugu Desam, stated that the Party in power goes to the people for votes and after getting back the power, they try to collect notes. But I would like to inform the House that after our party was voted back to power, the Government's first objective was to collect notes, that is, to mobilise fund so that it is properly distributed through developmental schemes throughout the country. It is a fact that we are collecting notes and that is way we are a little worried. But at the same time we shall distribute the notes and the share will also go to Telugu Desam also.

Now, what I want to say is this. If my observations are proved to be wrong by any hon. member, I will try to correct myself; rather I should learn. I do not know why, but somehow it has become a practice that at the end of every plan year, the railway budget becomes a most difficult one. I have been watching it very carefully and at the end of the Third Five Year Plan, at the end of the Fourth Five Year Plan and at the end of the Sixth Five Year Plan, I find almost similar patterns and the same constraints with regard to the mobilisation of revenues and so on. I do not know whether there is any basic reason behind it. I have been reading the budgets at the end of the Third, Fourth and Sixth Five Year Plans. I am sorry, I missed the Fifth Five Year Plan. May be, in the beginning of the Plan Development,

the Railway Administration or the hierarchy do not take care in totality, the perspective of the whole five year approach and they rather try to take an *ad hoc* approach, resulting which at the end of every Plan year, this kind of a crisis develops.

Mr. Deputy Speaker, Sir, I am quite confident that the Railway Minister, who once proved his ability in administration by helping in the overall development of Haryana when he was the Chief Minister and who once again provided tremendous strength to Defence Administration, would certainly do something for the Railways too. I hope so and we should all render our cooperation to him.

Now, in dinner and lunch, the food habits are changed. Nowadays in India, if the course in a dinner or a lunch is without a dish which is neither sweet nor sour, it just cannot be relished properly. I think that the General Budget presented by the Finance Minister is a sweet one and I consider the budget presented by Bansi Lalji as our one. And in totality, the Budget both the General and Railway, is a sweets-our dish. I think if you taste just a part of it, then it will not be good.

PROF. MADHU DANDAVATE :
Chinese style !

SHRI PRIYA RANJAN DAS MUNSHI : That is right. Chinese style. If you just taste the sour part of it, it may not be good, though it may help in digestion and will have a positive reflection on your health. But in totality, you will see the Government's positive view. Do not judge only in a singular way. We are confident that we can fulfil our promises. If you want to judge the total of permanence just within three months, expecting it here in the railway budget, then I think, you are doing injustice to the total approach of the Government.

I have said in the beginning that somehow there is something wrong. At the end of the every Plan Year, the budget becomes a difficult one. No doubt, it is a very difficult budget. While the passengers are very adversely affected, being a representative of the people, I will also have to join my voice with them. I wonder whether we can

manage some other arrangement to provide some relief to them. I share the sentiments expressed by our hon. friend Shri Dighe. I request the hon. Railway Minister to consult his office and his Ministry further and see whether a review of the total budgetary exercise can be once again made, at least to consider two aspects. The first aspect is, whether we can totally relieve the second class passengers from the total passengers' price hike as well as the rise in the suburban passengers' season tickets. You can revise the whole budgetary exercise for mobilisation of resources. The way it is organised, I think it is a very difficult one. If I say increase tariff on the goods, obviously it will adversely affect the prices of the commodities and I cannot suggest that to you. But I can only suggest one aspect, I do not know whether you have included it, because I have not so far seen that aspect.

In every part of the world, wherever there are big railway establishments, one of the major revenue sources of the Railways comes from advertisements and displays of various kinds of business organisations within the railway compound and on coaches and nowadays railway station is one place, where this commercial publicity is gaining tremendous momentum, more than I think, the airport. If you think little, as to how you can mop up the resources, there is wider scope for mobilising resources within the railway station compound. In big stations like Bombay, Howrah, Madras, Bangalore, Ahmedabad, etc. a good amount of revenue can come. So far as I know, the rate at the moment is very cheap and very poor. I do not know why it be so. This is one of my suggestions for your consideration.

Secondly, in the budgetary exercise, there are some good points and there are some really sad points. For example, the restoration of the dismantled lines. There is no provision for this. It is shown as 'nil'. Do I take it that not a single line of the dismantled lines will be taken up this year? You should do at least some thing. There may be one point, one kilometre, where there may be a sort of urgency. I do not know who are preparing it. If something is 'no', then it is 'NO' for the whole year. It is not a fair practice

You have to apply your social and political wisdom and consider the actual need. It may be one point, may be a particular spot, where restoration is very necessary. Since the officers decide to say no, so it is 'no'. Once you decide that you will not invest a single penny for this, nothing will be done in any part of India. It is not a fair practice, to present the budgetary document in this manner. Therefore, I request that it should be looked into.

There are so many railway lines like this. I know at least of one. In 1968, there were severe floods in North Bengal, in Jalpaiguri. Morarji Bhai, who was the Finance Minister or the Deputy Prime Minister, had been there. He witnessed the floods. Then Indiraji also went next time. You know that the tea industry is the most important one in North Bengal. The railway line connecting the areas Changravandan and Damohini was washed away and till this day, it has not been restored. There was no programme and several times people came and requested. If a line is washed away by floods, it means that it will not be restored. This is not fair. This is so for years together. Last year the Railway Minister, your predecessor had been there and he was also surprised. Some work was started. I do not know whether it is in progress because I find that no provision is made in the railway budget.

I must congratulate and I think the whole House should congratulate unaniously the Indian engineers, technicians and other workers who had built the miraculous and marvellous Metro Transport Railway System in Calcutta. It is a pride for whole of India, not for a party or a government. The entire nation should be proud that our engineers did it showing their excellence to London, Moscow and Paris. They have done a miracle. You can imagine, in a city like Calcutta, when the roads are closed for years together, how the pedestrians, the commuters from Sealdah and Howrah and the people as such living in Calcutta, have faced all the constraints. What a wonderful achievement they have made. I think the whole House should adopt a resolution so that the future

engineers and technicians of the country will be much more encouraged. They have done a commendable thing. In a short duration, they have done a few kilometers and they would complete it in two or three years.

The hon. Railway Minister should see to it that the Metro System remains always a pride of our nation. It should not get polluted. Do not allow any vendor, any shop or any kind of business inside the metro railway platforms.

PROF. MADHU DANDAVATE : No underground activities ;

SHRI PRIYA RANJAN DAS MUNSHEI : I am mentioning it because only yesterday I have myself seen it. A biri-wala with two other friends entered into it somehow. And then he was asked to go away. But why do they not post the RPF right at the gate ? They should enter only with a ticket. Otherwise, if the metro system is polluted, you cannot manage it. I do not know whether some political procession can enter it in future and create a HULLA.

(Interruptions)

We should always maintain a strong vigil to keep the underground metro system clean and beautiful. It will attract tourists in future. It is a pride of Calcutta. I am grateful today to Late Indiraji and I also pay my homage and salutations to her, because it was her dream and she saw to it that it was implemented. I also thank your predecessor Shri Ghani Khan Chowdhury, who really did a wonderful job supervising it every day. I know that the State Government and their political partners may not be happy. When the Metro railway was introduced, instead of congratulating the Metro, they say that they only want the people to take care of themselves as it may collapse any time. I do not understand this attitude. This is not the way to pay compliments to the engineers whether the Government in the State is Congress or Communist. What I want to say is that the Metro system should be kept free from all modern contaminations for ever.

In regard to some important railway programmes and project, I have seen in the Budgetary explanatory memorandum some development projects that you have included for Bengal. I am glad of that. The North-East and the Eastern India is neglected in the railway map for the last so many decades. I am thankful to a predecessor who really tried to do something for that part of the country. But I only say that he should continue this tempo and see that is implemented.

(Interruptions)

SHRI PRIYA RANJAN DAS MUNSHI : Fortunately or unfortunately, I represent a Constituency which is one of the major railway establishments called Howrah. The North-Eastern Railway and the Eastern Railway meet there. You might have visited the Howrah Railway Station many times. A number of foreign tourists come to the Howrah Railway Station. They come in the morning every day at peak hours. There is nobody to help, guide and protect them. So, they just get mixed up with the other commuters. There is a complaint to this effect from the foreign tourists. I am sorry the officials of the Railway Board are not wise enough to make any arrangements for the guidance, help and protection of the foreign tourists who arrive in large numbers at Howrah Railway Station.

I would request the Minister of Railways to maintain a special enclosure for all the foreign tourists and to make regular announcement by a Railway officer to see that the foreign tourists are properly entertained and given all the guidance needed. It would add to the prestige of our country.

This year is the International Youth Year. I am grateful to you that you have given some concessions to the youth. I would like to remind you that our Prime Minister inaugurated Youth Year in India while observing the birth day of Swami Vivekananda. As you know, there is a great monument for Swami Vivekananda in Belur Math called Belur.

(Interruptions)

SHRI PRIYA RANJAN DAS MUNSHI : As a token of respect to Swamiji, why not all the Mail and Express trains make a stop for half-a-minute or a minute at Belur Railway Station ? Why not we start this observance from this International Youth Year ? I made a request to this effect to the Ministry several times. Why not this arrangements be made at Belur Railway Station when the number of tourists and pilgrims is so large and especially when such an arrangement already exists in case of Dakshineswar to enable tourists to pay respects to Lord Ramakrishna Paramahansa ? So why not this arrangement be made at Belur Math ? Lots of representations have been made to this effect. I would request the hon. Minister to consider this request especially because it does not involve any financial burden.

There is a railway station called Liluah at which everybody travelling to Bengal will have to stop. All the trains come and go through Liluah Railway Station but there is no fly-over bridge with the result every year not less than 60 casualties take place there. I am glad that yesterday the railway authorities confirmed that they are prepared to construct the railway over-bridge provided the State Government also make the arrangements. The General Manager of Railways confirmed it.

I would request the Minister of Railways to take up this matter with the chief Minister of Bengal and see that it is done immediately to save the people from hazards and casualties.

The Northeastern railway is the only railway in the whole of the country which is outside the jurisdiction of railway electrification. We talk of national unity and so many other things. But one should ponder over and feel how long a time did the people of North-Eastern zone will have to travel on North Eastern Frontier Railway as they have no electrification of the track facilities ? Not a single track is electrified ! Not a single one ! If not, you should give more diesel engines. If you go there *in cognito*; to Barsity station, Mr. Railway Minister, you will find that some steam engines are coming and going out, I do not know what crime the people of North Bengal have committed. If you have any electrification programme you should distriute

universally. You should provide some thing to the Western Railway, something to the Central Railway and something to the North East also. Why do you concentrate in one area decade after decade? That is not a fair practice. This is not the way to promote national unity and fight regional imbalance.

There are many other projects also. I know that there are several projects which have been awaiting clearance from the Planning Commission. But it does not mean that those proposals are abandoned. For example, Eklachi-Belur Ghat line is one. That is one district headquarters without a single railway line called Then Budge-Budge Balurghat Namkhanan line in the Sundarbans area and Tomluk Contai are also there. They, were initiated by the former Railway Minister. I know without proper clearance from the Planning Commission. I know that in this country we start projects without the proper clearance; we take the initiative, start them and then get the clearance. I want the Railway Minister to give an assurance to this House that he will carry on with those projects, today or tomorrow, and that they will find the light of the day.

Mr. Deputy-Speaker, I further submit another important point concerning sports and then I conclude. Mr. Railway Minister, you have mentioned in your speech about the performance of the Railway sportsmen and women. It is nice Railways is now one of the most important organisations in the field of sports. But do you know what is happening? Recently I was present at a prize-giving ceremony when your present Railway Board Chairman was there. I witnessed their condition there. When they perform so well here and there, and when you are asked to absorb them or they ask for little quarter, they are just refused. No Railway official listens to them. Only when somebody comes up, they say, "Oh, you are P.T. Usha, you have just crossed the mark, we will go along with you." But you do not care for those who can be P. T. Ushas tomorrow. It is not fair. It is not good for us. They should be taken care of properly. And after they cross the age of 45 years they are told that they should retire and do not get jobs. Is this fair? You must take care of those

people. It is one of the most common things for the Railway administration to do.

Also, why do you not get some foreign coaches to train them? Why are you appointing old coaches? Especially for hockey and foot-ball you can get some foreign coaches because the Railways' can afford to get them. They can be utilised for other disciplines also, in the country.

Recently I happened to see the blazers of the sportsmen of the Railways, and I felt very sorry that the people from such an organisation are coming in such a state. You should take care of them.

Also, you have stopped the concession for short distance travel by sportsmen. The concession for 100 km. is withdrawn now. Why? You are allowing only on the long distance journey. You should continue the concession for short distance journeys also.

There is one other matter for immediate consideration. Our late Prime Minister Indiraji herself laid the foundation stone for the Howrah-Amta Railway line, instead of the Martin line. But only Howrah-Bargachia is completed, the other line between Howrah-Sheakhale and Howrah-Champadonji line are not completed. I request Shri Bansi Lalji to see that they are also completed. Because the poor people of that area believe that Indiraji herself laid the foundation stone to help them. you have to consider their hardships and take care of them. We talk of Centre-State relations. But my friends in the opposition may get angry if I refer to what happened in Calcutta yesterday. The Chief Minister of West Bengal while addressing a rally in the Maidan yesterday, inspired his party men to support the *rail-roko* movement from tomorrow. You can very well imagine the plight of the people when the confrontation begins and the trains are stopped. When the State Government itself is sponsoring this movement, who will take care of the security of the passengers? I like to advise the hon. Railway Minister to negotiate with the Chief Minister of West Bengal tonight and make arrangements for the security of passengers. Otherwise, if any untoward thing happens (*Interruption*) You cannot cow down me like this. The Railway Minister must give the

guarantee. If anything happens, the responsibility lies on the Chief Minister of West Bengal (*Interruption*) The Railway Minister must take care of this aspect.

15.00 hrs.

SHRI BASUDEB ACHARIA (Bankura) : Sir, the Railway Budget presented by the Railway Minister, Mr. Bansi Lal, is an unparalleled Budget. There is an unparalleled increase in fares and freights in this Budget as compared to the last five years. The Minister has adopted an easy method by increasing the freight and fares and not improving the performance of the Railway. And the mopping up of Rs. 500 crores has never happened in the last four or five years.

Why was the Sixth Five Year Plan of the Railways called rehabilitation plan? It is because one-third of the track was over-aged and it needed immediate replacement. This was the assessment of the Railways in the year 1980-81. At that time, over 5000 locomotives were over-aged and they also needed immediate replacement. During the Sixth Plan about 14,000 kms. of railway track was to be replaced. But what is the achievement?

Achievement is only 50 per cent. About 7,000 or 8,000 kilometres of railway track, about 70,00 or 80,000 wagons and about 6,000 or 7,000 passenger coaches are also over aged and that is why during 1984-85 the recurrence of railway accidents has increased. In this very House today, the accident at Byculla which took place in the month of November last year was referred to. How did this accident take place and who was responsible for this? It was not the fault of the railway staff, it was due to mechanical failure. Because of the axle of an EMU coach having broken, the accident took place in which 25 persons were killed and 40 persons were injured. While presenting the railway Budget for the year 1980-81, the then Railway Minister Shri Kamalapati Tripathi admitted that almost all the main EMU coaches in suburban sections of both Calcutta and Bombay were overaged and would be replaced. So, while replying to the debate, will the Railway Minister kindly inform the House as to how many of the

overaged EMU coaches have been replaced within the last four years?

15.02 hrs.

[SHRI ZAINUL BASHER *in the Chair*]

During the Sixth Plan, one lakh wagons, 5,600 coaches, 7807 locomotives and 380 EMU coaches were to be acquired and funds to the tune of Rs. 2,100 crores were provided in the Sixth Plan for the acquisition of this rolling stock. But out of these one lakh wagons, only 60,000 wagons could be acquired during the first four years of the Plan. Similarly, only 4,000 coaches, 770 locomotives were acquired whereas during this period about 70,000 wagons 4,500 coaches and 1,715 locomotives were condemned and taken off the line. Since 1971, not a single steam locomotive is coming out of the Chittaranjan Locomotive Works. Almost all the steam locomotives have become overaged but I do not find any plan as to when they will be replaced by diesel or electric locomotives because only 6,000 kilometres of railway track out of 61,000 kilometres, that is only 10 per cent, have been electrified so far.

I do not see anything, either in the budget or in the speech of the Railway Minister, as to when the overaged steam locomotives will be replaced and how they will be replaced. About 1,06,000 workers are employed in the steam loco sheds and in the steam locomotives. How will their services be utilized? Is there any planning being done in that respect? I hope the Railway Minister will clarify this while he replies to the debate.

It is well known that electric traction is cheaper, compared to steam and diesel. Even though the initial expenses are more, the recurring expenses are less for electric traction, in comparison with steam and diesel. Yet, the pace of electrification is very slow. During the Sixth Plan, about 2,500 km of railway track were to be electrified. Yet, during the last four years only 1,186 km were electrified. During the last year of this plan, 1984-85, I do not think you can electrify more than 300 to 400 km. So, only half of the target can be achieved during the Sixth Plan. At this rate, it will take 100 years to electrify 61,000 km,

If you see the Plan allocation, you will notice that the railways have been neglected

during all the Plan periods, as will be evident from the following figures:

Plan period	Allocation to the transport sector	Allocation to railways
First Plan	22.1 per cent	11.5 per cent
Second Plan	23.5 „	15.43 „
Third Plan	23.1 „	15.46 „
Annual Plans (1966-69)	15.6 „	7.69 „
Fourth Plan	16 „	5.92 „
Fifth Plan	14.1 „	5.97 „
Sixth Plan	11.7 „	5.23 „

This shows that in every Plan the allocation for railways is consistently being reduced. Over these years, it has been reduced from 15 to 5 per cent. In the Seventh Plan, it is feared, it will be further reduced.

Why have accidents increased? I feel that it is also due to the violation of safety rules.

You will be surprised to know that safety rules are being violated and the railway authorities are going on killing the persons not only through accidents, but also through orders for violation of safety rules. There are several occasions where the trains were allowed to move without even guards, without proper vacuum and even without headlights. Last year one accident took place near Faizabad because the train was allowed to move without headlight. As a result more than twenty pilgrims were killed. I would like to know why the steam engine was allowed to steam out of the locoshed without the headlight. There was an accident near Gonda on 8-1-1985. I would like to know from the Minister whether the train involved in that accident had proper vacuum. I will cite yet another interesting case of Anara in South Eastern Railway. One guard was to take goods train to Randamunda. He asked for a tail lamp which is necessary for the safety of the train. That demand was treated as his refusal to work. He was immediately charge-sheeted, suspended and

then discharged. I would request the Minister to enlighten us why in this way safety aspect is being neglected resulting in the increase in the incident of accidents.

Not only that, several persons lost their life due to electrocution while working in the traction overhead. The supervisor had forced the workers to work without the safety precautions. This thing happened in Allahabad when the workers agitated and demanded action against the Supervisor. The result was that the President of the GRT Workers' Union was chargesheeted but no action was taken against the Supervisor who violated the safety rules.

Now I come to the dismal performance of the Railways. Why is the performance of the railways so dismal? This dismal performance can be judged from the fact that the growth of freight earning traffic has been very sluggish. In 1976, the Railways had carried freight earning traffic to the tune of 212.6 million tonnes. It came down to 193.1 million tonnes in the year 1979-80. It slightly rose to 230.1 million tonnes in 1983-84. For the year 1984-85 the target was 245 million tonnes, which was later slashed down to 237 million tonnes.

And I doubt and say that the Railways will not achieve during this year the freight earning traffic of 237 million tonnes. What is the reason? Sir, during the debate on

transport policy Committee Report it was discussed that there is a crisis in wagon building industry of our country. The Railways have drastically cut down the order that was placed on them and wagons are not available. I had been to Chirimiri which is in the Eastern Coalfield. I found huge stocks of coal accumulated at the pithead of collieries and a huge stock of coal was burnt. It is a wastage of money. I asked: Why this coal has been accumulated? I was told that wagons are not being supplied. That was why the coal was not being transported and they have cut down also the order for purchasing wagons. There was a crisis, wagons were not available. That is why this freight earning traffic has become less than what was in the previous year.

Sir, overcrowding in the train has become a problem. Last year, during the year 1984-85, 121 pairs of new trains were introduced and there was a slight increase in the conventional coaches from 26,936 in the year 1982-83 to 27,343 in the year 1983-84, that is, an increase of only 407 coaches. How with an increase of 407 coaches the Railways could introduce 121 new pairs of trains? The only reason is that coaches of 200 trains were reduced and that is why there is overcrowding in the trains. And, Sir, the addition to passenger fleet has not kept pace with the growing needs of the traffic. From the year 1950-51 to the year 1984-85 the increase in passenger fleet is only 121.1 per cent, but increase in passenger traffic is 159.1 per cent. That is why there is overcrowding in the trains.

Sir, I have already told that the increase in the freight and fare is unparalleled. He has proposed 10 per cent surcharge on all the items of freight over a distance of 500 km and above, while at the same time regrouping three categories of freight which include grains and pulses and salt for human consumption to higher classification meaning higher freight for them. For the passengers he has proposed a 12-1/2 per cent increase in fares and he has also increased the fare for travelling a distance of 50 km.

He has also revised the monthly fare from Rs. 3 to Rs. 15. For the passengers

he has proposed a 12.5% increase in fares for travelling distance of 50 kms and above, while revising the rates of monthly season ticket for suburban commuters. The proposed sparing of passengers travelling distance of 60 kms and less would not give much relief in view of the fact that average lead in non-suburban passenger traffic is 11.3 kms and for goods traffic, it is 7.4 kms.

So, Sir, I strongly oppose this increase in freight and fare. I also humbly suggest that the old third-class travel which prevailed 50 years back, should be revived so that the poor people may travel by paying less fare.

PROF. N.G. RANGA (Guntur): At the same time, you want expansion. You want higher and higher wages and salaries. There must be some responsibility.

SHRI BASUDEB ACHARIA: Another question is, computerisation in transport management. The hon. House may be aware that one third of the railway track needs immediate replacement. Now, the computerisation will lead to increased traffic and haulage of more passengers and goods by Indian Railways. But without replacing these age-old railway track, and signalling system, introduction of computers to computerise the transport management will rather be disastrous and it will also squeeze the employment opportunities. You know already 3 crore youth are unemployed and their names are in the live register. Introduction of computers with the assistance from the World Bank will surely lead to squeeze of the employment potentialities in the railways.

Sir, I will say a few words about the railway employees. Much has been said that there was a cordial relation among the railway employees and the management. Sir, in the year 1973, loco running staff staged a movement. Then there was an agreement with them to reduce the working hour of the locomen to 10 hours. Till 1981, it was not implemented. In January, 1981, they again started a movement. And then the railway administration charge-sheeted and dismissed 600 locomen. They were discharged under

rule 14(2). Since then, these locomen were dismissed day in and day out. And the agreement with the locomen to reduce the working hour has not been implemented. They are now forced to work for more than 15 or 16 hours. Even the railway administration is violating the ILO convention to which the Government of India is also a party. I request the hon. Railway Minister to look into this matter immediately. How long will you deny the parity of wages demanded by the railwaymen with that of other public sector workers ?

Coming to the problems of coal and ash handling workers, there are about 25,000 coal and ash handling workers and they are working under a contractor. The Government of India had appointed a Committee for the abolition of the contract system. The Committee recommended that the contract system should be abolished and that these workers should be absorbed in the Railways. These workers are engaged in loading and unloading of coal in steam engines. The Government have taken a decision to close down the loco shed and not a single steam engine has come out since 1971 from the Chittaranjan Locomotive Works. So, when all the steam engines will be out, where will these workers go ? They are the most down-trodden people belonging to Scheduled Castes and Schedule Tribes communities of our country. They are doing the job of perennial nature for the last 15 to 20 years and yet the Government is doing nothing for them. I would request the hon. Minister of Railways to look into this matter.

Regarding casual workers, in 1980-81, in this very House, assurance was given that all the casual workers will be absorbed or regularised in the Railways. There are about 2,05,000 workers. They are to be regularised. This should also be looked into.

In regard to the railway canteen workers, only the employees of statutory canteens have been absorbed. But there are about 20,000 non-statutory canteen employees. They are getting pay and allowances as per the Supreme Court orders. But they have not been absorbed in the Railways. In the Rajya Sabha, during the monsoon session, a commitment was given by the then Railway Minister that all the canteen employees

would be absorbed in the Railways. But it has not yet been implemented.

Now, I would say something about the projects in West Bengal. The Calcutta Metro Railway was referred to here. The inauguration of construction work of the Calcutta Metro Railway work was started in the year 1972. At that time, the estimate was only Rs. 140 crores. Again, it was revised. An estimate of Rs. 500 crores was made. Uptill now, Rs. 450 crores were spent. An assurance was given by the Railway Minister when the Calcutta Metro Railway Maintenance Bill was adopted in this House that more money will be provided. We demanded Rs. 100 crores for the coming financial year. We expected that at least Rs. 100 crores will be sanctioned for the Calcutta Metro Railway to expedite the work. But only Rs. 1 crore, and 5 lakhs more than the last year's allotment has been sanctioned. Last year, it was Rs. 83.70 crores and, this year, it is Rs. 84.75 crores. In 1980-81, the estimate has to be revised and, I think, it would be about Rs. 1000 crores, after five years.

Regarding Bankura-Raniganj railway line, survey was made and it was also recommended. The Chief Minister of West Bengal wrote several letters to the present Railway Minister and the former Railway Minister that there was a reserve of coal in Majia, that a super thermal power station is also coming up near Majia, and hence the railway line will serve the people of Bankura which is a backward district. Bankura is one of the 15 backward districts of our country where there is no industry. The Railway Minister has made no provision for this project in this year's Railway Budget.

As regards Bujbuj-Namkhana railway link line, in 1981-82, a provision was made in the Railway Budget. But up till now I do not find any allotment of money for the project. There is no mention of it in this Budget. This railway line also serves the people of a backward region of Sunderbans area.

In regard to the conversion of Purulia-Ratshila railway line, since 1980 I have been

demanding the conversion of this Particular railway line. This railway line is in the backward district of Purulia. A survey was made in 1983. The Railway Board forwarded the proposed to the Planning Commission. The estimate for this railway line is about Rs. 6 crores. This project should be taken up.

Regarding the Digha-Tamluk project, the foundation stone was laid by the former Railway Minister. The land was also acquired. The money was given to land-owners. There was an election propaganda that the State Government of West Bengal was not cooperating with the Railway Ministry and that is why the construction work was not being started. So, the Government of West Bengal acquired the land and the money was also given. But in this Budget only a provision of Rs. 1 lakh has been made. More provision should be made for this project to start the construction work of the project.

As regards the introduction of the Mahananda Express train, it was also an election propaganda that the Mahananda Express, a super fast train, from Jalpaiguri to New Delhi would be introduced. But we do not find any mention of it in the Railway Budget. I would request the Railway Minister to see that a super fast train from Jalpaiguri to New Delhi is introduced.

There should be modernisation of Darjeeling Himalayan railway. The train was introduced long back. The coaches are over-aged; the steam engine is over-aged. This should be modernised.

There should be electrification of Bandel-Katwa railway line.

There should also be the introduction of a train between Dhanbad and Tatanagar via Adra. There is no direct train from Dhanbad to Tatanagar. So, the Railway Minister should see that a direct super fast train is introduced between Dhanbad and Tatanagar.

Again, there is no direct train from Farakka to Howrah. There is a super thermal power station in Farakka. So, a super fast train from Farakka to Howrah should be introduced.

I conclude by saying, to improve the performance of the Railways, the policy which has been adopted by the Railways should be changed and greater allocation in the Seventh Plan for the development and improvement of the rolling stock in the Railways should be made. And, I again demand the withdrawal of increase in fare.

With these words, I thank you for giving me an opportunity to speak on the Railway Budget.

MR. CHAIRMAN : There is a very long list of members from the ruling party who want to participate in the debate. I, therefore, request the members from the ruling party not to take more than 5 to 7 minutes.

SHRI AMAL DATTA : They have nothing to say. Why 5 minutes even ?

MR. CHAIRMAN : It does not apply to you. I am saying to the ruling party members. You have taken your full time.

PROF. MADHU DANDAVATE : He is a member of the ruling party in West Bengal. He thought that it was applicable to him also.

MR. CHAIRMAN : But this is not West Bengal Assembly. This is Parliament; it is Lok Sabha.

Shri D.L. Baitha.

[*Translation*]

SHRI D.L. BAITHA (Araria) : Mr. Chairman, Sir, you have put a limit of five minutes to speeches.

MR. CHAIRMAN : There is a long list.

SHRI D.L. BAITHA : First of all, I would like to congratulate the Minister of Railways. Despite the conditions prevailing in Railways, he has not effected much increase in the rates.....(*Interruptions*)

[*English*]

SHRI RAM PYARE PANIRA (Roberts-ganj) : He had been the Chairman of the Railway Convention Committee. He knows it better.

[Translation]

SHRI D.L. BAITHA : The Minister of Railways has tried to present a balanced budget. The Britishers had in view two points while introducing railways in this country. They used to construct railway lines at a place which they used to deem fit from administrative point of view or at a place from where they had to transport goods being manufactured. Today we find that railways have to cater to all the needs of the country. Today railways not only meet the administrative or the transport needs also but manage to supply essential commodities to the areas affected by natural calamities like famine, floods or drought even after incurring heavy losses. If we consider Railways to be a commercial undertaking and think that it should earn profit, then the increase made in fare and freight today should have been many times more. The Tariff Committee and other committees constituted for the purpose have also made a recommendation to this effect. I have congratulated the Railway Minister because he has kept in view the welfare of people in spite of all these recommendations. Keeping all these things in view, the increase made is justified and it should not be less than this (Interruption). I will not quote statistics for want of time because all these things have been given in the budget speech and the brochure supplied to the Members. I would like to draw the attention of the Government to the fact which has also been accepted by the Railway Convention Committee and the Government that economic viability should not be the only criterion for laying new railway lines, but Government should also keep in view the administrative needs and transport requirements of the people as also the need to provide rail transport facilities in backward areas.

You might be aware that in our country there are certain areas where people have not seen a train, what to speak of travelling by it. Is it not our duty to provide railway facility in such areas ?

If we see the past history of Railway, it will be clear that injustice has been done to the Railways and allocation made to them by the planning Commission has been decreasing every year. Since Railway plays a very important role in the country and meets

traffic and other needs of the people, it should not be meted out step-motherly treatment. Funds should be allocated to them keeping in view their requirements and public amenities. I would like to give a suggestion to the Government through you that the Minister of Railways may also be made a Member of the Planning Commission so that he could present the true picture of the Railways before it and could get the required amount allocated.

Mr. Munshi has just now referred to the need for electrification in the N.B. Railway and N.E.F. Railway, but I would like to say that what to speak of electrification, even the existing operational facilities are inadequate there.

Katihar-Barouni meter gauge line has been recently converted into broad gauge line and it was inaugurated by the former Prime Minister Smt. Indira Gandhi. I am pained to point out that the assurance given at that time that the number of existing trains there would be increased and a new train Mahananda Express would be introduced, has not been fulfilled.

It is strange that while before inauguration, 14 pairs of trains used to run there, the number of trains has now been brought down to only two pairs of trains. It means after gauge conversion, lot of difficulties in respect of traffic have cropped up there. The speed of the trains running at present on this track is so slow that they never reach in time. Besides, the number of compartments in them is also less. We are in a fix to know what to do. The difficulties being experienced by the people travelling by these trains are beyond description. I, therefore, request the Railway Minister to travel by this train at least once. The line was inaugurated by the former Prime Minister Shrimati Indira Gandhi and the assurances given to people at that time should be fulfilled.

There is a small track of 107 kms between Katihar and Joghani. This track is a gateway of Nepal. It provides access to Calcutta port for Nepal. We can never forget our former Railway Minister, Late Lalit Babu our present Railway Minister was also his friend. He had said that gauge conversion work upto Joghani would be undertaken, alongwith the

gauge conversion between Katihar and Barauni. When there was Janata Party Government at the Centre, I had met the then Railway Minister, Shri Dandvate, in a delegation and he had assured the delegation that gauge conversion work between Katihar and Barauni would be extended upto Jogbani, but the matter is still pending. Its survey has already been completed. I would request that gauge conversion work on this small track of 107 kms. be undertaken.

I would also like to put before you the present position of Katihar-Jogbani track. Previously 10 pairs of trains were operated ex-Jogbani to Varanasi, Allahabad and Sonapur. But with the gauge conversion between Katihar and Barauni, the operation of these trains has been stopped and the number of coaches has also been curtailed very much from ten to 3 or 4 now. It has resulted in great difficulty to the people. You can yourself see that the strength of drivers, guards, Railway employees is the same, but people are unable to travel due to reduction in the number of coaches.

Our Railway Minister has wide range of experience of administration. He is a very dynamic person. I would request him to take the trouble of visiting these areas and see for himself the condition in North Bihar. He should acquaint himself with the condition of passengers travelling in trains in North-East Frontier Railway and North-East Railway.

It has just now been stated that double decker coaches are being introduced. I would say that people are already travelling in a double decker like condition. The passengers travel in the coaches, travel on the roofs, and travel sitting on the joints between two coaches and risk their lives.

I would request the popular and experienced Railway Minister to visit these areas. When he was sworn in as Railway Minister, he had assured me to visit these areas. He had given me the assurance, now he should intimate as to when he would accompany me to visit these areas.

Regarding Talcher Sambalpur Railway link, an assurance was given that more funds would be allocated for that sum of 1.50 crores of rupees has been allocated for

the purpose so far. More funds should be allotted for this project. Even division funds have not been allotted for this rail link.

I had to cover many more points in my speech, but one thing I would like to say that the distance between Farbeesganj and Thakurganj is less than 97 kms; it is about 90 kms. It is necessary to link these places to facilitate Railway operation also. Survey for this work should be undertaken. There is bottleneck at Barcoi bridge. From strategic point of view, it is necessary to remove the bottleneck. If the bridge is destroyed, entire person would be delinked. If this small link is provided, a person from the far last part of the country could travel right upto Somnath in North India through Chhitaunighat, Bagha, Nirmali and Saraigarh.

I want that our Railway Minister should pay attention towards this and should visit the area at least once to acquaint himself the situation there. Only then some improvement could be brought about there.

With these words, I conclude my speech and thank you for the time given to me.

[English]

PROF. MADHU DANDAVATE (Rajapur): Mr. Chairman, Sir, the Railway Minister has presented to this House the railway budget for 1985-86. Sir, I would like to remind the Railway Minister that he is heading a Ministry that is second largest under a single management in the world. It has 61000 route km of the track; about 10,000 locomotives covering about 7,000 stations, about 4 lakhs of wagons and at the same time everyday the trains carry about a crore of passengers—suburban and non-suburban—and they carry a freight of the order of 7 lakh tonnes every day and the capital at charge is of the order of Rs. 7,000 crores.

Now, such being the expanse of the railways a strict monitoring of the system is absolutely necessary. Before I come to the total collapse of railways' finances and also a great harm done to the safety of the railways, I would like to point out to the Railway Minister a methodology that would help a long way in trying to achieve the targets of the entire year.

The hon. Minister has already presented a statement of accounts for the entire financial year—anticipated revenues for the year and anticipated expenditure of the year. But if you wait for the last month to find out whether the targets have been achieved or not he will find he is a miserable failure. It is necessary that the entire budget projections for every month are actually prepared in advance because all months in terms of revenue are not prosperous months or all of them are not lean months and depending, for instance, on the movement of foodgrains and sugar it will depend on a particular season. Therefore, month wise projections of the entire budgeted revenues and expenditure will have to be framed and unless the Minister takes personal interest in monitoring the entire financial system every month every month go to every zone and meet the railway officers and find out whether the targets for revenue and expenditure for every project have been achieved for every month he will find at the end of the financial year that the targets will not be fulfilled and as a result the financial position will go from bad to worse. This monitoring is necessary. I do not want to cast aspersions on his predecessors. But I must say in India's constitution we have said "India that is Bharat". Unfortunately in Railway administration a stage came when the new connotation was "As far as Indian Railways are concerned Malda is Bharat". That was the new railway equation built up. This equation will have to be broken. The Minister will have to move from zone to zone and if necessary from division to division. He will have to all the financial arrangements, to see whether the targets have been reached or under-fulfilled and unless we are able to have monthly checks regarding targets of revenues and also other targets he will not be able to fulfil the financial results.

Now, I would like to raise a very significant financial aspect that will be valid for all times to time. Before speaking on the subject this afternoon I carefully went through all the budget papers and from 1980-81 to 1985-86 I scanned all these figures and I found an interesting feature which this House and the Minister should take note of.

Last time when Shri Ghani Khan Chaudhuri presented his budget he made

a very dangerous comment. When we complained that there is increase in revenues through freight and fare increase, he said that in a world in which we are having an expansion of railways increase in freight and fare is inevitable. So, what will be the logical corollary of this argument? It will mean, as time proceeds dictated by the developmental needs of this country the railways are bound to expand from year to year and year to year if there is an expansion of the railways the inevitable corollary of Shri Ghani Khan Chaudhuri's conclusion will be that every year there will be increase in freight and fare and this burden will go up, sky being the upper limit. Every time there is increase in freight and fare, only the sky is the upper limit. For the commuter and railway user, the sky is the upper limit. I want to warn you. I want to point out to you a very interesting dilemma and contradiction. I have the figure of the traffic achieved in various years which are projected in the Budget Papers and also the corresponding levy imposed in various years. If you go through these figures, you will find, they produce a very interesting picture and it is this. Even with the increase in tonnage moved, even with the traffic increase, which is advantageous to the Railways, we find that there is also corresponding increase in freight and fare. I will substantiate this by facts. In 1980-81 the originating traffic in million tonnes was 214.50. The increase in freight and fare in crores of rupees was 190.91. In 1981-82 the projected increase in traffic was 221.20 million tonnes and the increase in freight and fare was 426.12 crores. In 1982-83 the originating traffic was 23 million tonnes; there is additional fare and freight increase of Rs. 248.45 crores. We now come to 1983-84. The projected traffic was of the order of 241 million tonnes. The increase in freight and fare was Rs. 431 crores. Now we come to 1984-85. It is a little steep. In 1984-85 the projected traffic is 245 million tonnes. The increase freight and fare is Rs. 114.22 crores. Now we come to the present Minister—he is post-election Railway Minister, that I can see. Now, in 1985-86, they have projected a traffic of the order of 250 million tonnes. So, starting from 1980 (with 214 million tonnes) now you come to 1985-86 to 250 million tonnes. With this projected traffic,

what is the additional levy that is imposed? Very graciously he has increased freight and fare by Rs. 495-00 crores. So, this is the picture.

It appears to me that the increased railway traffic is irrelevant to the capacity of the Railway Minister to impose increased freight and fare. This is happening for a very simple reason. There are number of other sources from which resources can be developed, number of wastages can be stopped; development schemes can be started number of expansion activities can be taken up and thereby the assets of the railways can be built up. When you build up assets and rolling stock productive capacity of Railways, you also build up its potential for bulding up more revenue. This aspect is totally neglected. If every time we have to rely on increase in freight and fare for railway expansion-since there will be more and more expansion of the railways in the years to come-according to their logical corollary, every time there will be increase in freight and fare. Therefore we will only come to a breaking point.

Then, there are season ticket holders about whom my friend Shri Sharad Dighe has already referred to. I can understand the rationalising of the structure of the season tickets. But one very significant aspect of the matter, namely, the social aspect of the matter, should not be forgotten. Life is guided not merely by economics but by sociology also. That is very important. In places like Bombay where number of persons belonging to the working class come from very far off distances to their places of work, they do not travel these long distances out of their free choice, but they are forced by sociological conditions in places like the city of Bombay. If you do not take note of this fact, if you are guided only by your economic and financial experts, very often, what happens is, your financial experts only take a financial aspect of the matter, and they say legalistically it is all right. Bernard Shaw once said 'Law makes the mind sharp by making it narrower.' I do not want our Minister to apply his legal mind, his legal acumen and try to take sharp decisions. No doubt he will have the sharpness of mind, but it is at the cost of the vision of his mind; and I do not want his vision to suffer.

16.00 hrs.

The social aspect is to be taken. I would like to make suggestions for this in a constructive way. Instead of going on increasing the rate of season ticket passes, a new legislation could be brought. Now, the party in power at the Centre is in power in a number of States, I think it will be possible for them to use their good offices and request those Chief Ministers who are running the States to bring forward a new legislation in their State Legislatures by which a statutory provision should be made that a part of the expenditure/on commuting purposes incurred by the employees in large industrial areas upto the place of production should be borne by the employersthemselves. A legislative provision should be made to this effect. This measure of legislative provision should be made. No doubt it will be a radical suggestion. In one of my budget speeches I have hinted at that, but after delivering the speech, I collapsed, not physically but politically. If various legislatures adopt legislation whereby-leave aside the question of increase of freight and fare-the suburban passengers because of their being required to travel long distances, not of their own volition or choice, required to travel upto their work place, a part of their expenditure on this account can be borne by the employers and legislation can be made to that effect. I think that a very constructive step in this respect might be helpful.

Sir, there is one other aspect to which I would like to draw the attention of this House, that is, the allocation in the present Budget. I do not want to bother you with all the details regarding the heads of allocation. But I would like to pick up certain sensitive heads in the budget and point out to them how the entire budget has been planned by them in a unproductive manner. Sometimes various allocations against various heads of the railway administration and railway production units, very often being a long drawn vision, are made but the productivity of the railways is likely to come down.

I will now take up three or four items and try to point out how in very important matters, we find altogether different types of allocations having been made. Take for

instance, the construction of new railways lines. You will agree with me that as far as railway trains are concerned and railway traffic is concerned, we must know that railways are not like the DTC buses in Delhi which are not supposed to carry the passengers. The railways are to be treated as an important infrastructure to our economic development and particularly in developing countries like India. Therefore, construction of new lines is not merely made for the passenger traffic but for the more important aspect of this is for the development of the backward areas. Now, taking note of this factor, I give below the position of the construction of new lines.

For construction of new lines in the revised estimate in 1983-84 an amount of Rs 87.47 crores was provided and in the budget estimate for the current year 1985-86, it has been reduced to Rs. 64.36 crores. Then in the case of gauge conversion, in the revised estimate for 1983-84, a provision of Rs. 73.52 crore was made and you will be shocked and surprised that has been cut down to Rs 30.40 crores in the present budget. After all, you can indulge in a little slaughter here and there. But there is a limit in which the slaughtering process can continue in the gauge construction. Then we come to the rolling stock.

In the revised estimate for 1983-84, a provision of Rs 533.70 crore was made and for track renewal, apparently it may appear that you have increased the allocation. In 1983-84, the allocations were Rs. 353 0 crores. Now there is a provision made only to the extent of Rs. 494 56 crore. Apparently, to the hon Minister it may appear that there allocation are increased. But are they proportionate to the requirements of track renewal? My hon colleague and friend Mr. Dighe, rightly pointed out to the need of track renewals on a very large scale.

Forget my assessment, forget the assessment of economic experts, forget the assessment of financial journals. Let us take up the very speech of the Railway Minister delivered last time. In that speech he had said what would be the arrears of primary renewals of rails, which were likely to undergo multiple fractures and therefore, there were likely to be accidents. They

were of the order of 18000 kms of track. Such a track out of 61000 kms needs to be replaced and renewed. Therefore, only increasing the allocation from Rs. 353 crores to Rs. 494.56 crores will not solve the problem.

16.06 hrs.

[SHRI SOMNATH RATH *in the Chair*]

Then signalling and telecommunications. I would like to warn the hon. Minister in this respect. I have very carefully studied every enquiry report on accidents of Indian railways, and each one of them has pointed out that our signalling and telecommunications have become obsolete; these need to be modernised, streamlined and rationalised. The allocation for signalling and telecommunications in the revised estimates for 1983-84 was Rs. 45.37 crores and now they are Rs 40 48 crores. These reduced allocations will not meet the requirements of expansion of railways. While, on the one side, I would warn the Minister concerned to take cognizance of that, on the other, we, as the entire House to the last man in this House, whether we belong to the ruling party or the opposition party, must join in urging the Planning Commission not to treat the Railway Ministry like any other Ministry. Other Ministries work on their own, but the Railway Ministry is the basis and the infrastructure for the other Ministries in the country. If the industries are to be run, they need railway. If the coal and steel have to be moved, they need railways; if passengers are to be commuted, they need railways. For almost every important power station and steel manufacturing industry, sugar industry and other industries, everywhere railways actually act as an infrastructure. Whatever meagre allocations were made last time in the 6th Plan, namely Rs. 6573 crores, the Planning Commission seems to be enamoured very much about the constant factors and constant numbers. It is very necessary that these allocations must be increased. These allocations may apparently appear to be allocations for railways, but they are indirectly allocations for all the Ministries. Therefore, in this respect, I would fully support the Railway Minister in his demand that he has made in the budget speech, that the Planning Commission must provide for more

allocations for railways, because this provides infrastructure for the economic development of the country.

Then, there is one more aspect to which I will draw his attention and sound him a note of warning, and that is the unrealistic target that try to introduce in the budget. In the original estimates for 1983-84, the target of traffic was fixed at 245 million tonnes, in the revised estimates for 1983-84, it has been brought down to 237 million tonnes. They had to revise it from 245 million tonnes to 237 million tonnes because of the situation in the country. Now, in spite of this gloomy picture, they have now put the entire target for 1985-86 as 250 million tonnes. All that he can achieve by showing on paper 250 million tonnes as the target of traffic, is that he can show some sort of increased revenue, otherwise he would have been required to put some additional levies. Probably, he has escaped from that by showing that the Railways would be able to get considerable revenues by putting the target as 250 million tonnes. But, I am sure that is not going to be reached and non-fulfilment of this target of 250 million tonnes in this very financial year will further lead to more losses and there by he will be required to come up with supplementary demands or supplementary budget, by which he will put additional levies. Very often, instead of being beaten with a single stroke, if you are beaten stroke by stroke, you feel the pinch and burden of the stroke rather light and probably he proposes to do that.

Now, I would like to sound a note of warning to the Minister about the fuel consumption. I would like to draw the attention of the hon Minister that today in the entire transport system, the most important economic aspect is the fuel economics, and he must study that in detail. In the Indian Railways Year Book, 1983-84, on page 48, you have yourself provided us with certain valuable figures regarding the fuel use for the traction in railways, that is the steam traction, the diesel traction and the electric traction. We find that as far as coal is concerned, in 1982-83, 9.45 million tonnes of coal were consumed by the railways and in 1983-84, 9.11 million tonnes of coal—almost stagnant; high speed diesel oil utilised for diesel traction was 1227.2

million litres in 1982-83, and 1313.3 million litres in 1983-84. Look at the electric energy consumed. It was 2524 million kwh in 1982-83 and 2627 million kwh in 1983-84. When this is the consumption of fuel, look at the division and the break-up of traction in our country. The steam locomotives are 6292, the diesel locomotives are 2638 and the electric locomotives are 1157. From this relative figure, it is very clear that our major expenditure will be on coal, then it will be on diesel and then only on electricity. Whereas he may challenge my figures and I am prepared to be corrected, I will tell him that the relative fuel costs are very significant and if you combine those figures with these figures, imagine the increase in expenditure.

I have found out that if you have got a train weighing 1000 tonnes and it moves for 1000 kms, that is for 1000 gross tonnes kilometer haulage, for steam traction, you are required to spend Rs. 12, for diesel traction, you are required to spend Rs. 6 and for electric traction, you are required to spend Rs. 3. per km. Thus, Rs. 12, Rs. 6 and Rs. 3 per km, where a train weighing 1000 tonnes actually moves. These are the haulage charges.

If you look at the consumption of oil that I have given earlier and also take note of the fact of the levies of Rs. 600 and odd crores imposed on the crude oil, you will find that the diesel price is likely to go up. The Finance Minister has done it in a surreptitious way; probably, our Railway Minister coming from an agricultural class has done it in a more open hearted manner. He has straightway put the levies, but the Finance Minister has done it in an indirect manner and you will find that the diesel price will go up and the diesel traction will become more costly. The figures that I have given will become obsolete, and therefore, you will find that electric traction will become absolutely necessary. I know what will be the constraints and what his officers and financial experts will say. They will say: 'Madhu Dandavate has put forward a very fine suggestion, but do you realise that in the final consumption of energy, electric traction is quite good, but in the initial investment for per km electrification, it is very costly'. And they are likely to tell

him: 'If you electrify one km of track, it will cost Rs. 10 lakh.' But knowing this constraint, we had already set up the Raj Committee ; they went into the problem and said that with certain changes of structure like aluminium category, it will be possible to bring down electrification charges from Rs. 10 lakh per km to about Rs. 7 lakh per km. Therefore, the initial investment might be Rs. 7 lakh per km. What will be the ultimate result? It is not in your lifetime or my lifetime that we have to think of India ; we have to think of generations to come after we pass away, and therefore, think of the coming generations and not only our generation. You must take note of that aspect.

Now, I come to the problem of railway safety. There are very many factors. The other day the Railway Minister was informally discussing with me what can be done for the problem of railway safety. I would just point out one single instance. If he can restore this, it will go a long way in ensuring safety. I will briefly trace the various factors which are impairing the safety of railways. There is one set of accidents, which very often recur and that is the accidents by collision. Sometimes, the railway train comes into the yard of a station. Probably, the engine driver is exhausted, sometimes he is absent minded like an absent minded professor. When the train is coming in, probably there might be a red light indicating that there is a stationary train in the yard of the station and, therefore, he should not come. If an absent-minded driver is there, or if he is exhausted, he neglects that red signal, the train comes into the station and a collision and/or an accident takes place.

Now, it is a great tribute to our Railways, the RDSO, that is the Research Designs and Standards Organisation, Lucknow. Those scientists have evolved a very interesting instrument for automatic warning system. That automatic warning system is just fixed up below the engine chamber and track magnet is kept half a kilometre from the red signal. And as soon as the incoming train comes just above the track magnet by electro-magnetic induction a small whistle is blown in the chamber of the engine driver indicating to him that

there is a red signal but he has not taken note of that and if he is so absent minded that a shrill whistle does not awaken him, in that case there is an automatic arrangement by which within ten seconds, if he does not mechanically apply the brake, automatically the brake is applied, the train stop and the collision accident is avoided. Now, that instrument was fixed on two high density routes, Howrah-Burdwan and Mughal Sarai-Gaya. On both those high density routes, Mr. Minister, after this automatic warning system was fixed in the engine and the track magnets were fixed in the routes, you will find that not a single accident of collision took place.

But we took a very short-sighted view and later on it was said because people stole away the track magnets, therefore, we removed that system altogether. But, do you realise? You are worried because the track magnets are stolen. And secondly, according to the new compensation standards if an accident takes place, when one passenger dies you have to pay a compensation of lakh a of rupees, Rather than allow the people to die and pay compensation at the rate of rupees one lakh per passenger it is better to spend on track magnets and automatic warning system and see that the accidents are avoided.

I will briefly mention some points.

Then ten-hour duty rule should be implemented Inter-mediate checking system has been, to some extent, slackened. It must be restored properly.

For the sake of emergency, some of the firemen in the steam engine are given training to drive a steam engine. That is just for the sake of emergency, that is, some dacoit may kill the driver and in that case what will happen to the train? Therefore, the fireman must know the art of driving. Therefore, they are given the emergency training. Taking advantage of it they have introduced a practice on some trains in which the firemen are asked to act as the engine driver, and they are given permanent job of running the trains. This practice must be stopped.

Some of the goods trains especially in the South, are run without guards. That is not good.

There are accidents by sabotage and the root cause is removal of fish-plates. And if people try to remove fish plates and cause accidents, some technological device should be evolved. If you go to the Pune institute you will find that they have been demonstrating there the working of long range and short range welded rails there. If those long range and short range welded rails are fixed, the problem of removal of fishplates can be solved.

It has been mentioned that about 20 to 25,000 kilometres of track is due for primary renewal. That must be taken into account.

I suggest that automatic signalling should be strengthened.

The recommendations of the Railway Accidents Inquiry Committee in respect of recruitment, training and promotion policy, improvements in signalling and interlocking have not been implemented. They must be implemented.

The average accidents at unmanned level crossings is 100 per year. Why do those accidents take place? Because, statutory provision is that if an unmanned level crossing falls in a local body or municipality area, the expenditure on conversion of the unmanned level crossing and maintenance of that has to be borne by the municipality or the local body. My own experience is that the local bodies refuse to spend the amount. I would request the hon. Minister to take up a bold stand and declare that because the unmanned level crossings are prone to accidents, on all unmanned crossings the Railways themselves would take up the task and do it.

The perspective of new lines has to be changed. The norms for them must be revised. Backward areas must not be neglected.

I would like to make a suggestion here. To satisfy all the persons who make a demand, generally what the Railway Minister does is, he announces that a particular project would be taken up. The expenditure may Rs. 150 crores, and the grant given may be Rs. 1 lakh or sometimes it is only Rs. 10,000/- It is only to satisfy

those who are demanding that it is done. I would request him, though it may be an unpopular stand, but ultimately a popular one, that whatever amount is available to him for conversion and new lines, instead of squandering away those funds on a number of projects, he should take up the On-going projects which are under progress. Increase their allocations, fix up the time frame for the completion of that project, allow that to start and once it starts operation its productivity will grow because it will give returns in terms of railway's financial revenues. Otherwise, if we have 100 or 500 on-going projects on which paltry sums are made, only the Members of Parliament will be satisfied. They will go and the projects will also go. But nothing will be gained for the productive purposes. Therefore, he must take a non-partisan view in respect of on-going projects. I must tell him. Forget the Janata Party or the Congress Party. Wherever proper projects have been started, if the West Coast project is a fine one, all parties support it go ahead with that. In Gujarat I went along with the former Finance Minister and inaugurated the construction work of Modasa-Kapadwanj line. Further extension was also sanctioned. If you see my Budget papers you will find that the sanction was there. The Planning Commission gave the clearance. But when we disappeared, the line also disappeared. We may disappear for good, but let not the railways disappear. We might disappear, but we want the railways to survive because we are not the infrastructure of economy, but fortunately, the railways are the infrastructure of the economy and, therefore preserve that.

In the end I shall say that the employees problems should be attended to, P.N.M. and J.C.M. should be activated. Certain categories are still neglected in the matter of upgradation. That must be done. The productivity-linked bonus formula has proved to be a success. It should be made a permanent feature. And all the pending problems of the employees should be solved.

More allocations should be made by the Planning Commission to the Railways. I would just insist on all the Members of this House that let us tell the Minister that all the Members of this House are behind you; tell the Planning Commission

that the entire Lok Sabha wants increase in allocation of Railways as an infrastructure of the development of economy.

There should be better coordination among economic Ministries. Whatever happens in the Steel Ministry, it does not mean that it is a loss for the Steel Ministry alone. I will give you an example. If Durgapur Steel Plant is not able to respect the demand which Bansilalji makes on them for wheel and axle sets, the result of that is even when the wagons and carriages are already manufactured at Perambur, they will be stabled and they will not be moved. Therefore, there has to be coordination. Whatever is the suffering in the coal industry, the railways suffer. If Industries suffer, railways suffer. If agriculture suffers railways suffer. Therefore, there should be some informal machinery for the coordination among economic Ministries.

If all those precautions are taken, then only I feel that the railways which have gone away from the rails will be brought back to the rails and for bringing railways back to the rails the cooperation of the entire House will be with you. Only have the courage to accept the cooperation.

[*Translation*]

SHRI RAM SINGH YADAV (Alwar) : Mr. Chairman, Sir, Just before me, hon'ble member from the Opposition had placed before the House picture of Railways and its operation but I think the actual picture is quite different from that.

At present there are five lakhs of villages in the country. Out of these, four lakh villages are not connected with Railway or roads. Thus the people living in the countryside are not able to make use of railways. In the National Transport Committee Report also, it has been recommended that as a first priority, we have to change our transport policies in such a manner as to benefit the neglected section of the Society most whether it is Railway Budget or General Budget. No serious thought has been given so far in this direction,

I would like to ask the hon'ble Member sitting here whether he wants that earning

from this poorer section of the society should be used to subsidise the facilities for the urban people living in metropolitan cities like Calcutta or Bombay and should the rural poor pay for railway facilities and special concession in season tickets to the urban rich? On the one hand, there is a person living in the village who has not even seen a train and has to travel 5 or 6 miles on foot to catch a bus and on the demand is put forth here for other hand, providing facilities to the rich for undertaking berocracy tours. It is also demanded that Season Tickets should be provided at the cost of the poor who is living below the porverty line and who constitute sixty percent of the total pupolation of the country. In the present economic setup of the country, the poor is being asked to subsidise the facilities being given to the rich. Such a demand by the Opposition, in my view, is a step towards destruction of the economy of this country.

Mr. Chairman, Sir, it has been started in the National Transport Committee Report, 1980 that priorities have to be given to the areas which are backward economically, agriculturally and industrially. Priority would have to be given to these areas for making provision of road transport, or railway transport and railway tracks. Are we following these policies?

An hon. Member has said that former Railway Minister had paid special attention to Malda. I would like to ask him if it is not fact that railway lines were laid in Kankan area when he was the Railway Minister. Is it not his area to which he had given special treatment? He represents that area in Lok Sabha. It is very easy to preach but it is very difficult to act upon. Just now he was saying that finances of railways are collapsing, but I would like to any that our railway system is the largest in Asia and second largest in whole of the world. It has 61460 kms of track. Our Railway system is the only system in the entire world which fulfils social obligations. Under social obligations our Railway carry certain items at concessional rate of freight. Is these any other country in developed or developing or in third world countries, where such social obligations are fulfilled? Our Railway system is also providing help to communication system or other systems..

(*Interruptions*)

[English]

MR. CHAIRMAN : Please speak points. There is no time.

SHRI RAM SINGH YADAV : I know that I am very much relevant, and the relevancy can be decided by the Members, not by the Chair.

MR. CHAIRMAN : There are many Members in the list. All must speak. Opportunity should be given to all of them.

SHRI RAM SINGH YADAV : I know it well but there is a time limit. I know the time is short but there is time. Time means time. Time is allotted to each Member.

MR. CHAIRMAN : Please go on. I have requested you to be brief.

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) : Be brief but take your time.

[English]

SHRI RAM SINGH YADAV : With due respect to the Chair, I may say that unnecessarily the bell is being rung. It causes embarrassment to the Chair. I know all the etiquettes because I have also been a Deputy Speaker.

MR. CHAIRMAN : That is why I say please proceed.

[Translation]

SHRI RAM SINGH YADAV : I was saying that the note of warning given by an hon. member from the Opposition who is also a former Minister of Railways to our Railway Minister regarding the economy of railways has no importance because our railways have a social obligation which is not the case in any other country and that is why a huge amount of expenditure is involved in fulfilment of this social obligation by the railways. I would like to submit to the hon. Minister of Railways that during the last elections, he and other hon. members might have visited the rural areas and might have been confronted with one of the biggest

problems being faced by the rural people today.

The existing railway crossings were provided fifty years back. The economy of the villages has grown in such a way that many important roads have been constructed at many places but no railway crossings have been provided. What I want to know is whether a survey will be conducted again to provide railway crossings where they are needed? The villagers have to walk as far as six kilometres. Will you please arrange to order a survey again so that their problem could be solved? There is no provision to man the railway crossings which already exist. Provision in this respect should be made so that the public is not put to inconvenience. Hon. Minister of Railways had inaugurated the Mathura-Alwar Railway line a few days back and budgetary provision for this purpose was also made. You have proudly added some lines in Indian Railway Year Book 1983-84:

[English]

“Further, during the year 1983-84, the following 4 new lines were approved for construction and work inaugurated involving a total length of 374.24 kms:

- (1) Mathura-Alwar (BG-119.75 kms. Central Railway...)”

This was a work, which was inaugurated by the then Railway Minister, Shri Ghani Khan Chaudhuri. In fact, there is a stone there, indicating the date and time of inauguration. A short distance away, in a village called Ramgarh, the Railway Minister will see the stone. Unless they start the work soon, the stone may be stolen away. When commitments have been made in the Budget, or by his predecessors, they should be honoured by the Railway Ministry and dealt with in a sympathetic manner.

[Translations]

Another thing which I want to mention is that you agree that the backward areas are to be developed. The metre gauge railway line from Delhi to Ahmedabad boosts up the economy of Delhi, Haryana, Rajasthan and Gajarat. There is no State capital in India.

except Jaipur, which is not linked by broad gauge. A provision of 10 lakhs was made in 1977-78 for the conversion of this line into broad gauge and in 1980 81 also provision was made. You can convert it in phases so that the backward areas can get broad gauge railway line. It is wrong on the part of the Minister of Railways to say that there is no difference between metre gauge and broad-gauge. You have yourself admitted in your year Book that whatever progress we have had is attributed to broad gauge and the coverage by the broad gauge cannot be matched by any other method.

[English]

“Although Broad Gauge forms only 53.21 per cent of the total route kilometres, it accounts for 88.3 per cent of the freight tonne kms and about 81.4 per cent of the passenger kms. Metre Gauge Covering 39.88 per cent of the total route kms. carries only 11.6 per cent of the freight tonnes kms and 17.99 per cent of the passenger kms.”

[Translation]

You will find from your report that quantum of passenger traffic and freight traffic is enormous on the entire broad gauge. You have been committed to it in the budget all along. In spite of provisions in the 1977-78 and 1980 81 budgets, you have left it out. Amongst the railway stations in North India, Rewari tops in the matter of passenger booking. No railway station even on metre gauge railway line exceeds it. Keeping all these things in view, I hope, you will take up work on this line and complete it.

Mr. Chairman, sir, in the end I would like to make a submission with regard to my constituency, Alwar. You have given approval for the construction of an overbridge on the railway line in Alwar, but in spite of the budget provisions in last many years and in spite of the fact that Government of Rajasthan had made necessary provision, this Project is being in the doldrums even after a year, although it was supposed to be inaugurated last year. Will the Minister of Railways please see to it that the over bridge is completed soon, because gradually Alwar is developing into a big industrial centre and

has become an important industrial city, but these being no over bridge on way to industrial area, traffic gets blocked for about half an hour and sometimes even for an hour. The people are facing great inconvenience in the absence of an over bridge. I want that the work on the site of this overbridge should start soon. With these words, I thank the Minister of Railways for presenting a realistic budget in the House. Keeping in view the nature of the policy of Planning Commission and in view of the recommendations of the Transport Policy committee in its report, we should take up only those project which we can complete and for this I once again thank him.

*SHRIMATI MAMTA BANERJEE (Jadavpur): Sir, ever since our country became independent the Railway Ministry has assumed great importance and is playing a vital role. This Railway Budget for 1985-86 has been presented before this august House just after the elections to the Eighth Lok Sabha. I support this budget and while supporting it will like to say a few things and place a few suggestions for the consideration of the hon. Minister Sir, I welcome this budget because: nearly 82 crores of rupees have been allocated in it for the Metro Railway.

Then, railway travel for children upto the age of 5 years was made free in 1979, the International year of the child. But this was on an ad hoc basis. Now, in this budget for 1985-86, the ad hoc basis has been lifted and free travel for children upto 5 years has been allowed on a regular basis,

I welcome this budget also because in this international year of the youth, many facilities and concessions have been given to the young people between age of 13 and 33 years, for rail travel. Moreover, they have been allowed to stay in the railway hotels at Ranchi and Puri and other guest houses under the Railway administration. I fully support this step. But I will like to suggest one thing in this connection. Sir, we Indians are proud that we have given the world a young Prime Minister i.e. Shri Rajiv Gandhi, in this international year of

* The speech was originally delivered in Benbali.

the youth. Shri Rajiv Gandhi is a young Prime Minister of 40 years and it will be in the fitness of things if the age group of youths eligible for these concessions is changed from 13-33 years to 13-40 years. Many more youths will thus be benefited from these concessions. I will request the hon. Minister to seriously consider this. I welcome this Budget on the one hand and on the other hand I will like to give few more suggestions for the good of the common people and in the common interest. The hon. Minister may consider this. His budget has evoked mixed reaction all over the country on certain aspects. In this budget the freight rate has been increased. As a result of that the prices of commodities of daily use of the people, like kerosene, fish, vegetables, salt etc. will go up by 4 or 5 paise. But in reality the dishonest traders taking advantage of the situation will push up the prices by 12 or 15 paise over the present prices. The poor people and the common people will thus be adversely affected. I will therefore urge the Minister to withdraw the surcharge in freight on these essential commodities of daily use of the masses. The poor people will be greatly benefited by this, all over the country.

About the monthly railway tickets and season tickets, I want to say that a burden has been put on the people by the imposition of surcharge on monthly tickets for raising revenue. I will request the hon. Minister not to impose this surcharge on monthly tickets for the ordinary travellers. The common people will be benefited by this. This may kindly be considered.

The Railway Board had asked the Planning Commission to sanction construction of 20,000 railway wagons. Last year order was placed for 16,000 wagons. But this year the order has been curtailed to mere 5000 wagons. West Bengal industries will be the worst affected by this. The wagon construction companies of West Bengal like Texmac, Braithwaite, Ben Jessop etc. etc. will be very hard hit. The unemployment situation in Bengal is already very acute. If the order for wagons is cut down drastically then thousands of workers will become jobless. Already one after another factory is closing down in West Bengal, industries are falling sick, a wrong

labour policy is being followed. Due to the wrong and unsuccessful labour policy of the left front Government West Bengal has today turned in to a big disappointment for all. I will sincerely appeal to the hon. Minister to please see that the order for railway wagons which has been drastically reduced from 20,000 wagons to only 5000 wagons is fully restored, and thereby save thousands of workers from losing their jobs. Now, a word about the Circular railway. An increase of 50 paise in the fare on the circular railway has been proposed. The circular railway has recently been started and it is an experimental project. I will request that this proposed increase of 50% may kindly be reconsidered, in the interest of the poor people of West Bengal.

Sir, Shri Ghani Khan Chowdhury, when he was the railway Minister had assured about the taking up of the following projects :

1. Digha-Tamluk broad gauge line;
2. Bajbaj-Namkhana broad gauge line; and
3. Bongaon-Barasat double line.

Kindly see that these projects are duly considered, because the people of West Bengal are very neglected. Those living in villages are totally neglected. The left front Government does not take any care for them. Their condition is very pitiable. I again request you to take up the above projects which will help these poor people of West Bengal immensely.

Sir, there are about 60000 casual workers in the Railways. On 11th March, last we were coming to Delhi from Howrah by the Rajdhani Express. On the way we were surprised to learn that some casual workers have been retrenched after working for 10 or 15 years. As a protest, they had gone on strike on that day. Some hon. Members of CPI-M were also travelling with us. We saw the plight of the travelling public due to that sudden strike. But Sir, it is very unfortunate that these large number of casual workers have no security of jobs. Even after 10 or 15 years of service they can be retrenched at any moment

and they will become jobless. This is like death to them. We should think about these worker brothers of ours we should think about the women casual workers and labourers who have no security of jobs and keeping their interest in view, I would request the hon Minister to absorb them on regular basis step by step. I will reiterate that the freight rate on essential commodities of daily use of the poor people like, kerosene, pulses, vegetables, salt, fish etc. may not be increased. Already the poor people are groaning under the burden of runaway rise in general price level, in West Bengal. The left front Government there is not taking any steps to check this undue rise in prices. No dishonest trader or blackmarketeer has been penalised, not a single arrest has been made under the Essential Commodities Act. The poor people of West Bengal are in great distress today. On the Railway budget, I have myself appealed to the hon. Minister to consider some concessions in the interest of the people. But what is the opposition doing? It is true that the opposition must oppose, but it should be constructive. In West Bengal the left front Government, particularly some groups patronised by them and dominated by the CPI-M are threatening that on 19th March they will start a 'Rail Roko' agitation to protest against the railway budget. Is it the right way? I will like to say that if anybody come to harm, if any railway passenger suffers or is harmed on account of this 'Rail Roko' agitation, the entire responsibility for that will have to be taken by Jyoti Babu, the Chief Minister of West Bengal. We saw some years back when the tram fare in Calcutta was raised by one paise, the CPM workers carried out agitations all over the city and burnt down 14 trams and buses. But under the left front Government, the bus fares in Calcutta has been increased three times in one year. There has been no protest against this by the CPM workers. When the Congress workers started a peaceful agitation in a democratic manner against this, they were mercilessly beaten with 'Lathis', the police beat them up. Even the women were not spared. They too were mercilessly beaten up and terror was unleashed on them. The West Bengal Government constantly blames the Central Government for the ills in West Bengal and to hide their own inefficiency and corrup-

tion. Jyoti Bosu has ruined the economy of West Bengal. The West Bengal Government has simply gone on increasing the bank draft (overdraft). They have done nothing for the good of the people. The people there are in great distress. About the daily necessities of life of the masses, we know the West Bengal Government will not do anything. They are not capable to doing any good. Therefore I will urge upon the Central Government to take some steps to improve the economy of West Bengal. They should initiate steps whereby the people of West Bengal will be benefited and they will feel some relief from oppression. With that I conclude.

Thank you.

[English]

PROF. NARAIN CHAND PARASHAR (Hamirpur) : Mr. Chairman, Sir, I rise to support the proposals made in the Railway Budget by the hon. Minister for Railway for the year 1985-86.

Sir, there has been adverse criticism in the Press about the rise in fare and freight rate especially of the 12.5% rise in the passenger fare and 10% rise in the freight rates. But this was inevitable because the Railway Minister has to find finances and he cannot run the railways without any money. Whereas he has been forced to curtail the outlay on certain items, he has been able to increase the allotment in certain prominent items which are worthy of our notice. For traffic facilities, he has increased the allocation from Rs. 65.88 crores (revised estimate for 1984-85) to Rs. 69.08 crores. For track renewals, it is from Rs. 353.88 crores to Rs. 494.56 crores. For Bridge works, it is from Rs. 34.92 crores to Rs. 35.24 crores. For electrification, it is from Rs. 150 crores to Rs. 160 crores; and for passenger amenities, it is from Rs. 5.07 crores to Rs. 5.85 crores. So, these are some of the things in which he has been able to hold out the promise for better services.

But the most depressing aspect is the allocation for new lines in which, his hands perhaps, were tied by the Planning Commission. But I would draw his kind attention to page 19 of the Annual Report of the Ministry of Railways where the State-wise route kilometrage of various States has been

given. Out of 22 States, there are three States which do not have even one k.m. of railway track. They are Manipur, Sikkim and Meghalaya where the railway lines are under construction. There are four States where it is less than 500 kms. They are Jammu and Kashmir, Himachal Pradesh, Nagaland and Tripura. Sir, these States should have been given a special preference by him and I must thank his predecessor, Shri Abdul Ghani Khan Chaudhury for providing Rs. 2 crores for the Nangal-Talwara railway line in Himachal Pradesh which serves two States and is under construction for the last so many years.

It was on 22nd December, 1974 that late Shri L.N. Mishra, the then Minister of Railways, laid the foundation stone and it was the Prime Minister, late Shrimati Indira Gandhi, when she was not in power that she visited Amb, Una district on 21 December, 1979 as the Congress President saying that this line would be constructed as soon as she come to power. Keeping in view her promise she get it cleared by the Planning Commission and the then Railway Minister, Shri A.B.A. Ghani Khan Chaudhury provided an amount of Rs. 2 crores. Unfortunately, this year, the amount has been reduced to Rs. 50 lakhs which is a big slash and it is going to hit our development works very hard.

While I am making this plea, I may also bring to your notice that the State Government of Himachal Pradesh has provided an outlay of Rs. 2 crores in its Annual Plan for 1985-86 purchasing land and earthwork for this railway line and for providing sleepers at cost Price out of its own funds for the Railway administration in order to speed up the task of constructing this railway line. Though the Railway Minister in his Budget Speech has hinted that one section of this railway line is going to be completed, let us not be very much happy about this achievement as it is only 7 km. of railway track which is going to be offered to this territory in the last 33 years since Independence-out of which 4 km. will fall in the territory of Panjab and only 3 km will fall in the territory of Himachal Pradesh. At this rate, we can say that for every 11 years, we have got 1 km. of railway line. If the allotment for this railway line is to be slashed to Rs. 50 lakhs (which I am sure will be increased

by the Railways keeping in view the need of the State) then there is not much hope. Therefore, I would plead with the Railway Minister that keeping in view the regional imbalance and also the sensitive nature of this railway line-because it also serves the defence purpose the allocation should be increased and restored to at least Rs. 5 crores as was the allocation last year so that Amb which is in the district of Una is Put on the railway map of India within the next year, as it was promised by late Shrimati Indira Gandhi, the date on which she made promise was 21st December, 1979, and six years later if we are unable to take the line even upto Una, only 14 kms. of railway line inside Himachal Pradesh is, I think a very unfortunate situation.

Similarly, I would plead the case of Jammu and Kashmir. It has only 77 km. of railway line. Here also, there has been a big slash for Jammu-Udhampur railway line. From Rs. 2 crores given last year, the amount has been reduced to Rs. 1 crore this year. It is also a hilly State and the railway line from Jammu to Udhampur needs particular care and it needs special patronage of the Central Government because Himachal Pradesh and Jammu and Kashmir are the two border States which are grappling with so many problems of transport infra-structure and which have been neglected in the past, Jammu and Kashmir because of the partition of the country and Himachal Pradesh because of neglect.

I would also bring to the kind notice of the Railway Minister that the Chief Minister of Himachal Pradesh, Shri Virbhadra Singh, got a new line surveyed at the cost of the State Government as a deposit work. He thought that various hydro-electric projects would be speeded up if the railway track was laid on the Nangal-Roper line between Bahrapur and Rampur. That line has not been included. I would plead for the inclusion of this railway line in the Seventh Plan.

One of the projects which was in the Railway Budget last year has been scrapped, that is, Kalka-Parwanno Project. It is no longer in the works programme of the Northern Railway. I do not know what has happened to that. I would plead for its restoration.

Now, I may bring to the notice of the hon. Minister of Railways some of the urgent needs of the States of Himachal Pradesh, Punjab and Jammu and Kashmir. There is a feeling in Punjab also that since partition of the country Punjab has been neglected. Since Punjab does not have any member in the Lok Sabha at present, I may be allowed to speak a few minutes for Punjab also. Punjab being a border State, requires special consideration. The hon. Minister of Railways is very well conversant with the States of Punjab, Haryana and Himachal Pradesh. I plead that special care is needed for this area specially because there is now a project to double the track between Punjab and Ambala. This should be speeded up. Though Rs. 4 crores have been provided, that is not enough because doubling of the track within Haryana would help Punjab, Himachal Pradesh and Jammu and Kashmir. I would suggest that the proposal to double the track between Pathankot and Jullandhar should be reconsidered and the funds that are being provided for doubling of the track should be utilised for construction of this, line, an alternative route, from Amb onwards, the track should be taken to Pathankot so that the railway trains enter from the other side and ultimately Pathankot is linked via Nangal-Talwara and also via Jullandur.

I would draw the attention of the Minister to the fact that money would be saved. The money that would be spent on doubling the track between Jullandur and Pathankot can be better utilised by laying the new track. If you appropriate the money this way, both the purposes can be served, the double track can be provided in this way and the new line can be constructed.

The railways are the sinews of the nation. They are a symbol of national integration though there has been some criticism of the various hikes and freight rises which is inevitable.

I suggest that the Minister for Railways should seriously consider the recommendations made by the Railway Convention Committee (1980) in its 12th Report for track expansion programme.

The Minister for Railways should also seriously consider the 17th report of the public Accounts Committee of the Fifth Lok

Sabha regarding the expenditure on new lines for the last 30 years at that time, in which a perspective plan of 20 years was suggested.

It is very unfortunate that the Railway Board did not consider it feasible to take this report of the public Accounts Committee into account.

The result of it is that expenditure on new lines is coming down very sharply. In this year we are getting only 72 kilometres of new line proper attention should be paid to this aspect in view of the fact that the people who are clamouring for railway lines should also be regarded as the people who are working in the national interest. National interest does not simply remain in doubling the line, in electrifying the routes, in trebling the line or doing other works. National interest also demands that the various border States in the country are linked to the capital of the country and the districts in every State are linked to the capital of that State by rail and if there is thus a faster and more efficient movement, the economy will get a boost and the industrial development of the country would become faster.

With these words, I support the proposals of the hon. Minister of Railways.

SHRI NARAYAN CHOUBEY (Midnapore): Sir, it is the first railway Budget of the new clean Government. It is really a chaddi and banian Budget; It is because the Government of India have taken the Kurta from the people of India in the Lok Sabha election and they have taken the pyjama from the people of India in the Vidhan Sabha elections; What is now left is only chaddi and banian! It is really the chaddi and banian Budget for the Railways;

(Interruption)

SHRI NARAYAN CHOUBEY: This clean Government has made a very clean fare hike, only 12.5% for the passengers and 10% freight hike; It will hit all the consumers. So, it is the most anti-people Budget.

The claim made by the Railway Minister that only 4.4 paise per kilogramme of food-grains and only 3 paise per kilogramme of

salt would be the rise, is ridiculous. Today newspapers have already reported that prices are going to rise further. Petrol prices have already gone up. And prices are still rising. Prices of foodgrains will further rise with the rise in railway freights. The persons who control business commodities do not seek the permission from the Government of India before raising the prices. Rather, today the Government of India is going for more and more decontrols and there will be more price hikes in the near future.

Actually, Sir, the health of the Railway system of India is in a very bad state.

17.00 hrs.

During 1984-85 our freight target was 245 million tonnes and we expected to carry only 237 million tonnes. We wanted to earn Rs. 3,688 crores and we earned only Rs. 3,657 crores. So, less Rs. 31 crores we earned. From passenger fare also, we are supposed to earn Rs. 1,508 crores. But we will be earning Rs. 1,460 crores which is less 48 crores.

On the eve of the Sixth Plan we had to make renewal of tracks to the tune of 13,000 kms. Now the Sixth Plan is coming to an end, and on the eve of the Seventh Plan, we have to make renewal of tracks to the tune of 20,306 kms. A laudible performance.

There is acute shortage of wagons. In 1983-84 we replaced 8,844 broad gauge wagons. The acute shortage of wagons continues.

Government proposed to acquire 1,00,000 wagons in the Sixth Plan, but actually acquired something like 50,000 wagons. Now the Government has decided not to acquire any more wagons. This is the condition in respect of wagons.

I am told that there is acute shortage of B.F.R. even and rail required for renewal cannot be carried from Bhilai Steel Plant. Raw materials to Bhilai Durgapur and other Steel Plants cannot be carried because there is acute shortage of B.F.R.

Coming to rakes, in 1980-81 we had 27,478 and in 1983-84 we have 27,343. That means, we have 135 rakes less now. Now,

remember; in the meantime Government have introduced 12 new trains. You ask any wagon depot, any carriage depot. There are no spare rakes, no over-lapping rakes. For that reason, trains are being delayed. There is no proper upkeep of rakes in any depot. There is acute shortage of rakes. We are producing something like 817 to 825 rakes per annum in the Perambur Coach Factory. We must produce more rakes, but the Government have not yet wound time to make up their mind about producing more rakes. There are many political pressures. The UP people want a factory in UP; the Punjab people want a factory in Punjab. The Planning Commission has suggested that the unutilised capacity of Burn & Co., Howrah, can be made use of for making rakes, but the Government is not going to abide by the wisdom of the Planning Commission. They want to go by political reasons.

Such is the bad state of health in which we find the Railways. The Railways must have more funds for rehabilitation. There is no doubt about it. In the First Plan, Railways had received 11.1 per cent of the total plan allocation; in the Second Plan 15.5 per cent; in the Third Plan 15.4 per cent; in the Fourth Plan 7.7 per cent; in the Fifth Plan 6.1 per cent; and in the Sixth Plan only six per cent. Only a paltry sum of Rs. 1,650 crores is allotted for 1985-86. This is nothing. This cannot touch even the fringe of the problem.

For renewal of tracks; steel is required. The price of steel in 1979-80 was Rs. 1710 per tonne; in 1984 it was Rs. 6087/- per tonne, and in February, 1985, it is Rs. 7260/- per tonne. More money is needed for track renewal. The cost of steel is rising, and it is impossible for the Railway Minister, if he does not find more funds, to make proper renewal of tracks.

Railways are required to carry social burdens. The loss on account of carrying of essential goods on concession was Rs. 104.48 crores in 1982-83; and in 1983-84 it was Rs. 141.75 crores. The loss on account of carrying suburban passengers was Rs. 63.02 crores in 1982-83; and Rs. 70.33 crores in 1983-84. The loss on account of other passenger traffic was Rs. 477.73 crores in 1982-83; and Rs. 592.25 crores in 1983-84. The loss on running uneconomic lines was

Rs. 46.49 crores in 1982-83 and Rs. 60.80 crores in 1983-84. Thus, the total loss was Rs. 691.72 crores in 1982-83 and Rs. 865.13 crores in 1983-84. Here I want to suggest that this loss cannot be charged to Railways. It is a social burden and Railway are not supposed to bear this.

This money should come from the General Budget and the dividend which the Railway is to pay to the General Budget must be adjusted against this loss coming out of the social burdens. So I demand that in the Seventh Five Year Plan at least 15% of the Seventh Plan allocation should be for railways and the social burdens should be adjusted against the dividend which the Railways are supposed to pay to the General Budget. Otherwise, it is impossible to bring back to the rails the Indian Railway which requires a Nawakalava Kayakalpam, and it will collapse very soon. The Minister's claim that in the 21st century the Railways will carry double the freight which it carries to-day will only be in dreams. We will be carrying something like 250 million tonnes of freight this year. This is too low an amount compared to the performance of other countries. China carries 2.5 times of what our country carries, U S A carries 5 times and U S S R carries 6 times....

PROF. N. G. RANGA : Is the rolling stock the same ?

SHRI NARAYAN CHOUBEY : Why don't you have that amount of rolling stock ?

I want to draw the personal attention of the Railway Minister to cases of corruption. Corruption in the Railways is rampant. All the big bosses, the big people go scot-free. I draw his attention to the Tata rail case No. 4 dated 11.3.77. Some thousands of wagons without any RR were loaded by the Tatas from inside the factory and sent to various places from Adityapur which is not a booking station. This was going on very well since the seventies. One patriotic Supervisor detected it and reported to the higher authorities but the Railway bosses of the Garden Reach and the South Eastern Railway took action against this man and was transferred immediately so that the Tatas could be saved. Then came the SRP, Tatanagar. He took up the case and for

his courage to take up the case, he was also transferred. A big man of the Tatas—I do not want to mention his name, wrote to the IG Police that this case should be dropped and at the request of that man the case was dropped. Then, ultimately, at the instance of the Supreme Court the case was again taken up in 1977. More than Rs. 10 crores are involved. I give the case number. More than Rs. 10 crores are involved...

SHRI AJIT KUMAR SAHA (Vishnupur) : This is a serious allegation.

SHRI NARAYAN CHOUBEY : He pleased the officials. The ex GM, South Eastern Railway and some other high officers of the S.E. Railway are involved and now they have joined the Tatas after retirement. Ultimately a charge sheet was made naming the accused. The Bihar Government has written to the Railway Board as early as 1981 seeking permission to sanction prosecution and start the case since the persons involved are big officers of the Government of India. Since 1981 so many Chairmen and so many Ministers have come and gone but no permission has yet been given to the Government of Bihar to conduct this case... (Interruptions)...I would like that this case be taken up and the guilty punished. I am giving the case number. I do not think that the Government will try to hide further.

Then corruption in awarding contracts is very much rampant on the Indian Railways. In my place Kharagpur, one tube-well contractor could not do any job—** He should have been blacklisted for his total failure to do the job. But he continues to bask under the blessings of high railway officials.

Then I come to theft of railway material stolen. In 1982-83 the value of railway materials stolen was Rs. 164.8 lakhs and in 1983-84 it rose to Rs. 174.07 lakhs. The value of stolen materials recovered is 1982-83-Rs. 90.81 lakhs and 1983-84-Rs. 71.67 lakhs. Then coming to booked consignments stolen—you book a consignment and it is stolen—in 1982-83 it was Rs. 685.2 lakhs and in 1983-84 it was Rs. 663.2 lakhs, and recoveries made in 1982-83 were worth Rs. 86.13 lakhs and 1983-84 worth Rs. 44.77 lakhs.

** Not recorded.

The Jinks of RPF people and the receivers in very big railway centres like Kharagpur, Sealjah, Asansol and Patna are very cordial. Everybody knows this. Such is the rampant corruption in RPF. He must be knowing that 400 jawans of RPF went on a five-day hunger strike to protest against the malpractices of big officers at Kharagpur in February 1985.

Another chapter has been opened in this matter. Previously jobs of re-railing, re-slipping and deep screening were being done departmentally. Now for a year or so this is being given to contractors. It has led to corruption and also hazards of safety because contractors never do the jobs as they should have done. You go to any railway colony, you will find that within four to five years a new building starts collapsing whereas the old buildings continue for over seventy to eighty years.

Sir, it is a budget of broken promises. We had been promised by the ex-Railway Minister that Tamluk-Digha railway line will be completed. During the elections the ruling party had campaigned that the West Bengal government had not given land for it. Now, it has been scrapped altogether. Bankura-Raniganj rail link which was supposed to come up has been dropped. A great qualifield at Mejia is coming up and it will remain untapped. Buj-Namkhana railway line has been dropped although promised during the elections.

Sir, Shri Kedar Pandey while he was Minister for Railways announced here on the Floor of the House that Purlia Kot Sila railway line will be turned into broad-gauge. Shri Kedar Pandey has gone to heaven and this proposal has gone to dogs.

Now, a word about administration in the Rail Bhavan. I would like to inquire what sort of administration is going on? Eleven posts of General Managers are lying vacant. Why. Is it because you don't find enough 'chamchas' to work as your General Managers? Why don't you fill up these posts? Two posts of Members of Railway Board are lying vacant. I do not know why.

Sir, do you know the conditions in which railwaymen work? All the yards are

full of dirt and filth. Huge heaps of used material abound near the tracks. Carriage staff, operating staff and gangmen cannot work freely and there are accidents. Then there is insufficient light at almost every yard. It is very difficult to work. There are no spares, no tools and no proper equipment in workshops, loco sheds, wagen and carriage depots throughout the country. When there is defect in work you only chargesheet and suspend the worker. I am very glad that our Minister has introduced some 10-point programme for safety. Previously there was a 20-point programme and everything was being turned into. There is no safety in the Railways. Anything may happen. On 23-2-85 Chakradharpur-Nagpur Passenger train caught fire. An alarm chain was pulled in time but the train did not stop at all. God alone knows how many people have died. The Minister does not know. The policemen were giving a figure which says that their number is fifty. The Minister, gives another figure which is much less. I do not know which figure is correct.

Again on 12-3-85 the Shantipur Local on the Eastern Railway caught fire. Previously, accidents took place in the form of derailments and collisions. Now, with the coming in of this new clean Government, a new item has been added to the existing cause of accidents and that is Fire. Sir, it is extremely difficult for the people to get compensation. Of course, you have increased the rate of compensation. But it is enormously difficult for common people to get compensation. Railway rakes are not properly looked after. The railway tracks are unsafe. Locomotives are defective. Various jobs which have traditionally been done by the department are handed over to the contractors giving rise to safety hazards. So, no ten or twenty point programme will do unless these things are remedied.

Regarding passenger amenities, the less said the better. There is no light; there is no fan; there is no water in the trains and in stations. General cleanliness is wholly absent. I would enjoin upon the hon. Minister kindly to travel in trains some time. Let him travel in first class compartment and find out what the condition of the rake is. I hope that the Railway Minister

will not travel only in planes and cars but that he will travel some times in trains also.

Now I speak about some points relating to railway staff. You have turned work-spots into prisons. The gates of all the offices have been locked except one gate. I don't know why they have done it. This is certainly not the way of enforcing discipline. The Kharagpur-Adra DRM offices have been locked and people are there just like in prisons. The pay-scale in the railways is the lowest compared to other sectors like steel, coal, cement, port and dock etc. They get the lowest pay. Government has claimed that Rs 12,850 is spent on an average per man per annum on the railways. I beg to submit that this is elusive. It only seeks to hide the reality and the real situation. 51.2 per cent of the railway staff are 'D' class employees and they get only Rs. 560 per month. They do not get even Rs 600. So, this figure of 12,850 averagewise only means that the officers get much more. Sir, it is my submission that railwaymen and Government employees have been cheated by the appointment of the Pay Commission. Railwaymen wanted to be treated as industrial labour and they demanded pay parity with other Public sector employees. But that has not been done. Even the Pay Commission which was set up was just sitting; now it is lying; I don't know, when it will get up. No interim relief has been sanctioned prior to Pay Commission's recommendation. They demand immediate interim relief. Ban on recruitment has been imposed. We want that this ban should be withdrawn immediately. A and B class employees in Railways are increasing rather disproportionately. It was 2.1 thousand in 1950-51; now it is 12.07 thousand in 1983-84. Employment in Railways is coming down every year. Now I will give you the figures:

Year	Employment (in thousands)
1979-80	30.2
1980-81	21.8
1981-82	2.8
1982-83	9.0
1983-84	9.9

We find that railway colonies are full of unemployed youth who are turning to be

somewhat anti-social because of their utter frustration. There was a big movement for the employment of sons of railwaymen in Kanchrapara of the Eastern Railway. A big movement for employment is going on in Kharagpur. At Kanchrapara the movement turned violent and even some offices were burnt. At Kharagpur, hundreds of postcards which have been signed by thousands of unemployed boys have been sent to the hon. Minister and they are also on dharna in front of the DRM office in the South Eastern Railway. They have demanded the employment of the sons of the railwaymen and ex-railwaymen in the Indian Railways.

MR. DEPUTY SPEAKER : You have already taken lot of time. Now, You can have only one minute. Please wind up.

SHRI NARAYAN CHOUBEY : You are men from service without giving any notice. At Adra, the Mali at DRM's bungalow has been removed by applying rule 14(2). At Kharapur division, two gangmen have been removed from service by applying rule 14(2). Previously, leaders of the movement were removed from service by application of this rule. Now, the present new Government has started applying this rule to the common railway servants like the gangmen and Malis even. The Railway Minister sheds crocodile tears for the welfare of the railwaymen. I would like to suggest that out of 2000 doctors in the Indian Railways, about 300 Posts are vacant. In the Railway Hospital at Delhi, there is no Pathologist for the last one year. At Adra hospital of South-Eastern Railway, there is no Radiologist and there is no Pathologist for the last 10 years. For 12,000 staff at Santragachi and Shalimar, there is no railway hospital at all. Sir, I beg to join the entire House in demanding more funds for the development of Railways. At least 15% of the Seventh plan allocations must be allocated for the railways if you desire to bring the railways on proper rails. Otherwise, your dream to carry more traffic in the twenty-first century will simply flop.

[Translations]

SHRI KAMLA PRASAD SINGH (Jaunpur): Hon'ble, Chairman, Sir, I am grateful to you for giving me an opportunity to speak on the budget presented by the Minister of Railways. Sir, I heartily welcome the budget. The Hon'ble Minister has proposed

a number of measures of public welfare in the railway budget which would certainly prove beneficial to the people one of these measures is raising of age for free travel from three years to five years for the children. Now, children upto 5 years of age can travel free. A number of public welfare measures have been adopted for the youth and those interested in sports. At the same time, Sir, I also want to give some suggestions to the hon'ble Minister.

As at present, relief has been given only to those travelling upto 50 kilometres, but, sir, I understand that there is no express train whose stoppage is within 50 kilometres. I want that the hon'ble Minister should give consideration to it and if the distance limit is raised to 100 kilometres, it will be much beneficial. The people will be greatly benefited. I hope, the hon'ble Minister will consider it.

Sir, there are such districts in Utter Pradesh where railway facilities are scanty. District Jaunpur, neighbouring districts of Azamgarh, Gazipur, Balia, Pratagarh etc. are such districts where there are no railway facilities. I would like to speak about Jaunpur. Only two trains are running there one is Delhi-Varanasi train and other goes to Sealdah. Sir, what I want to say is that if a few more trains are introduced there, many districts will be benefited. There are some trains, like, Himgiri Express, which do not stop there, because there is no stoppage. If stoppage is provided to this train at Jaunpur, a number of districts will benefit.

Bhandan station is in Jaunpur district. There are two platforms there but they are without any sheds people have to make use of a tunnel to go from one platform to the other. Due to darkness many times their luggage and other belongings are snatched away and at times they slip and fall. I therefore, request that an over-bridge be constructed to provide facility to the people. There are many platforms without sheds people face great difficulty as they have to sit in the open I would also request that drinking water and toilet facility should also be provided, which is not existing there at the moment. Likewise there many other stations like city station, Badlapur, Bhandari Bhanaur, Jalalpur, Barsathi, Maniyahun and Kraakat etc. where along with platforms and

sheds there is need for drinking water and toilet facilities. I request that these facilities may be provided there. I would like to speak in particular about Eastern Utter Pradesh where cases of chain pulling have declined. The practice of disconnecting hose-pipes is still there which results in stopping the trains. The passengers thus face great difficulty. They are not able to reach their destination in time. Arrangement should be made whereby it may not be possible to disconnect the hose-pipe. The feeling of insecurity in trains should be removed so that people can travel with ease and Comfort. Express trains should be introduced in districts where they do not run, people from Azamgarh come to Jaunpur and similarly people of Gazipur go to Varanasi to catch train. The distance between Jaunpur and Varanasi is 58 kilometres. Double line should be provided there. If one train starts the other train has to wait. So, a double line should be provided. I understand that a survey of the railway line between Shahganj and Allahabad via Amethi was undertaken but in the budget there seems to be no provision for it. I believe that if this train starts then in people can definitely travel from Shahganj to Allahabad via Amethi and Sultanpur. I would also like to point out that the quota of reserved berths in Doon Express, Sealdah Express and Delhi-Varanasi Express is quite inadequate and it varies between two to four seats. I would like that the quota be increased in these trains. We do not have a separate Enquiry Office as such. The staff sits in the TC's office. I would like that in Jaunpur a separate office may be provided for Enquiry.

I would like to point out that in all the trains that run through the eastern areas of Utter Pradesh, it has been often observed that the T.T.E. generally checks the Compartments where people travel with tickets and they do not even try to enter those compartments where most of the people are without ticket. They do not even care to look at those compartments. Hon'ble Minister Sir, if the T.T.E. sincerely checks these compartments and is duty conscious the revenue that Railway gets shall certainly increase. I want that some concrete measures should be adopted in this regard.

Besides, I have observed that in spite of the fact that berths are available, the

passengers are told otherwise. I would like the hon'ble Minister to issue strict instructions to provide the available berths to passengers. This will increase Railway's revenue and also help in reducing difficulties of passengers.

In the end I would like to request the hon'ble Minister of Railways to look into the suggestions that I have made and take steps to implement them.

*SHRI GANGADHAR S. KUCHAN (Sholapur): Mr. Deputy Speaker, Sir, I rise to welcome and support the Railway Budget presented by hon. Railway Minister and express my views on this Budget. Many complaints have been made regarding allocation of funds etc in the House I feel that though limited funds are available for carrying out development work, some amount should be earmarked for providing amenities to passengers and improving standard of passenger services.

I am constrained to note that increase in total length of railway track is barely 1/10th in the last 35 years. The total length of railway track in 1951 was about 51000 Kms which increased only upto 61000 Kms. in the last 35 years. The meagre increase in the length of the track is insufficient to meet the requirement of the population which has doubled during this period.

Similarly, a very scanty amount is allocated for electrification of railway lines. We have electrified 5900 Kms. of railway track which is not even 1/12th of the total length of track. It is necessary to step up allocation substantially in this respect. As pointed out by Prof. Madhu Dandvate electric engines would be suitable for carrying freight. Though the initial cost would be more, it would prove profitable in the long run.

I agree with him and feel that more amount should be made available for electrification programme.

We are going to spent an amount of three lakh forty thousand crores of rupees during the 7th Five Year Plan. Out of this, at least 15000 crores of rupees should be allocated to Railways for undertaking expansion, conversion and electrification schemes and set the target of increasing the length of total track to 75000 Kms., electrification of 15000 Kms of track and doubling of lines to the extent of 10,000 Kms.

In the present space age narrow gauge and metre gauge lines have become totally obsolete. Therefore, we should utilise substantial part of the 7th plan allocation for gauge conversion. Though the present budget provides the total amount of 6551 crores of rupees, not more than 600 to 700 crores of rupees are sanctioned for developmental work.

Mr. Dighe pointed out the scanty allocation for completion of Mankhurd Belapur line in a mild manner. I would like to make it clear that the budget allocations in respect of Maharashtra are quite meagre. It may appear that I am raising a regional demand but I would like to make the position very clear by mentioning some of the figures. The completion of Mankhurd-Belapur Section required Rs. 72 crores whereas only meagre amount of Rs. 2 crores is sanctioned in this budget. Similarly the requirement of Bhusawal Nagpur and Itarsi Nagpur was 74 crores and 29 crores respectively. But a scanty amount of Rs. 4 crores has been sanctioned in this budget. Now, let us compare the requirement of some projects and sanctioned amount in other States :-

<i>Name of Project</i>	<i>Required amount</i>	<i>Sanctioned amount</i>
Rattlam Gangapur	58 crores	58 crores
Mathura Gangapur	8 "	8 "
Delhi Jhansi	15.75 crores	15.75 crores
Ahmedabad Ratlam Baroda	11.75 "	11.75 "

*The speech was originally delivered in Marathi.

The above comparison clearly highlights the injustice done to Maharashtra in respect of allocation which is negligible when compared to other States. This kind of unequal distribution has created resentment among the people of the State. I request the hon. Minister to reconsider the proposal and allocate more funds for completing the above mentioned projects in Maharashtra.

The Railways spent an amount of Rs. 30 crores for construction Calcutta Metro Railway. I may point out that it would have been possible to construct some railway lines in backward areas with the same amount. There has been a long standing demand of conversion of Latha-Miraj section for the last 30 years. But this demand is being constantly neglected. This line is very important as pilgrim centre like Pandharpur is situated on this line. Many sugar factories, cotton mills and other industrial centres are also connected with this line. Therefore, conversion of this section should be undertaken on priority basis. The survey of this line has already been conducted. I request the hon. Minister to undertake the conversion of this line immediately.

I am sorry to point out that grave injustice is done Marathwada in the matter of railway lines. There are only two railway lines which touch Marathwada. There is not even a single line which passes through the central part of Marathwada. From this point of view, conversion of Lature-Miraj section and laying of new railway lines from Aurangabad to Sholapur (via Tuljapur) is very essential. I would like to add that lot of injustice has been done to Marathwara in respect of allocation funds. Out of total allocation of 150 crores of rupees, only 4 crores have been sanctioned to Maharashtra. There is lot of injustice in respect of zonal allocation of funds which is as follows:

Name of Zone	Amount sanctioned
Central	7 crores of rupees
Southern	21 ..
South Central	33 ..
South Eastern	13 ..
Western	17 ..

The doubling of lines is very important work to be undertaken but lot of injustice is done to Maharashtra in this respect as well. I am sorry to mention that not even a single project of doubling the lines is undertaken whereas some projects have been undertaken in other States.

Bombay-Wadi is a busy section. Doubling of lines is completed upto Pune. It should be extended upto Wide so that it will benefit my constituency Sholapur. There is lot of pasenger and freight traffic on Sholapur Bombay Section. Doubling of lines will certainly help in meeting the needs of public and freight traffic.

I am sorry to mention that no provision has been made in this budget for construction of bridges. I request that construction of some important bridges should be undertaken without any delay.

I would like to offer some suggestions regarding starting of new trains. A new train should be started between Pune and Sholapur. It will help the travelling public. Udyan Expres between Bombay and Bangalore has one second class AC sleeper. But there is no quota for Sholapur. I request that instead of 6 bearths in second class 3 tier, 15 bearths should be reserved for Sholapur.

Nizamuddin-Bangalore Express runs only once a week. It should run 3 days in a week. Bombay Sholapur Sidheshwar Express has two first class compartments, I suggest that this train should have one first class and one second class sleeper compartment. The speech of this train should be increased so that it should reach Sholapur at 8.15 P.M. instead of 9.30 or 10 P.M.

There should be expansion of Kurduwadi Workshop and construction of wagons and coaches should be undertaken there. The overbridge on Sholapur-Bijapur National highway is narrow and dangerous for traffic. Many accidents have taken place there. I request that metre gauge and broad gauge lines should be brought near each other and a new over bridge should be constructed. There is no over-bridge on metre gauge line near Sholapur Extension area. There is jam of traffic near the level crossing and the public is put to inconvenience. Many accidents have taken place there. As the level

crossing is closed for a long time, it becomes very difficult to take the patients to nearby hospitals in time. Many casualties have taken place because of long waiting near the railway crossing. Therefore, I request that an over bridge should be constructed at this point.

I request that the hike in second class fares and monthly season tickets should be totally withdrawn. There should be a thorough check on ticketless travelling. If firm steps are taken the railways will earn a substantial revenue by checking ticketless travelling.

Jhelum Express from Jammu to Pune comes late by 4 to 6 hours on almost all days in a year. I request the hon. Minister to look into this matter and ensure punctual running of this train.

With these words I thank you, Sir, for giving me an opportunity to speak on the general discussion on the Railway Budget.

SHRI MAHABIR PRASAD (Bansgaon) :
The Hon'ble Deputy Speaker, Sir, I would like to congratulate the hon'ble Minister of Railways for presenting a balanced Budget in this august House which is aimed at public welfare. Railway Department is as important for the nation as an artery for human body. The railway has a direct link with the social, economic, political, needs administrative and industrial. I would not like to go into the statistical data, I would like to quote from a couplet of Ramayana wherein it is said "Par ko sikhavan nar bahutere."

I do not agree with the views expressed by Opposition Members. Keeping in view the situation prevailing in the country, the Budget presented by hon'ble Minister is balanced, justified and aimed at public welfare. I, therefore, rise to support this budget.

Sir, whatever he has done for the youth and children aged five years he has to be congratulated upon.

I would like to request him that the concession in second class for a distance of 50 kms that he has provided should be

increased because in practice we see that a distance of 50 kms is not much.

It is true that the fares have been increased, but if we bear in mind the expenses incurred on the renovation and modernisation of Railways, manufacture of Railway engines and wagons, increase in the prices of diesel and petrol, then this increase in fare and freight seems to be justified.

I would like to draw the attention of the hon'ble Minister to my constituency, and parts of eastern Uttar Pradesh and request him to take a note of it. The construction of a coach factory in Gorakhpur had been proposed since the seventh Lok Sabha. It was said at that moment that the case is with RITES and on receipt of its report it shall be considered. On behalf of the Railway Board the Railway Advisory Committee and in Lok Sabha too it was said in reply that after receipt of the RITES report, it would be decided as to where the coach factory is to be set up. I would like to submit that keeping in view that the demand of the time, the social condition and the backwardness of the area, Gorakhpur is an appropriate place where the coach factory is required to be set up. I, therefore, demand that the hon'ble Minister should consider it.

Besides, I would like to draw his attention to the need for a railway line from sohjanvari to Dohrighat. Many times I have raised question in the seventh Lok Sabha with regards to this railway line. It has been surveyed thrice. Everything has been done. Even the Stones have been put up to indicate demarcation. Even after doing so much, it was later said that this project could not be considered. I would like to bring to the notice of hon'ble Minister the National transport policy that was framed in 1980 wherein it was decided that in those areas which have remained backward for centuries, new railway lines shall be laid and net work of roads shall be provided. But it is being said that it may not prove economical. I would like to point out that if you see the aspect of economic viability, then you will never be able to provide rail or road link to the areas which have remained backward for centuries. Therefore you should not see the returns, but follow already existing national policy and make it the

basis of providing railway lines to these areas. If you really want the society to progress, then the railway line which has been surveyed thrice and demarcated should be laid. It is not proper to say that it would be uneconomical to go ahead with this project, after doing so much of spade work. On the one hand it is said that the backwardness of the area shall be removed and on the other it is said that the project would not be economically viable. This is not understandable. The Government should make up its mind before conducting a survey. I am answerable and you are also answerable to the people as to why that railway line is not being laid in spite of the fact that it has been surveyed thrice demarcation has been made and stones have been put up. The hon'ble Minister is laughing but I know that outwardly he may look otherwise, but inwardly is very soft hearted. I would request him to reconsider it and ensure the laying of this railway line by including this project in the plan.

Thirdly, Gorakhpur is a big city in the east and is a tourist centre in North India where tourists come in large numbers. There are places like Kushinagar, Lumbini and Kapilvastu, but you have not provided any direct train except Jayanti Janta that started some time back. I have just returned from there and I saw passengers travelling on the roof. Labourers and troopers from Bihar, Barouni, Gorakhpur and other districts go to Punjab and Haryana. They do not even get place on the roof. I would therefore request that another direct train may be started for these people between Gorakhpur and New Delhi so that they can travel comfortably.

Similarly from eastern districts like Deoria, Faizabad, Gorakhpur and Basti people go to Bombay in search of employment, but they do not have a direct train. One train starts from Bombay V. T but there is very little space in it. Therefore I would again request that a direct train may be introduced up to Bombay so that these labourers and workers who are called Bhaiyas in Maharashtra, members from Maharashtra are sitting here and they know it—may be benefited.

My next point is that we have a famous place known as "Choura-Choura"

the freedom fighters are well aware of it. Prior to the laying of a broad gauge line all the trains used to stop there but the trains that are running these days—Jhansi Mail, Howrah Mail etc—do not stop there anymore. My request is that 'Chaura Chaura' being a historical place—where 19 youths were executed—the hon'ble Minister of Railways should direct that all the trains should stop there.

I have also to submit that in the headquarters of North Eastern Railway in Gorakhpur, a large number of daily workers have been retrenched leading to unemployment. Though I have read the whole of the budget where in the hon'ble Minister has stated that on the basis of 360 days' service without break. They will be made permanent though earlier there was a different provision, I will request you to reconsider it and the workers who have been rendered unemployed should be provided with jobs again.

I would also submit that there is need for an overbridge near the Dharamshala Bazar a place adjoining Gorakhpur Railway station which is also the headquarters of North Eastern Railways. In the absence of an over-bridge, the traffic remains blocked for hours together resulting in heavy loss to Railways. Therefore, I would submit that provision for the construction of an overbridge be made at Dharamshala Bazar to the west of Gorakhpur Station.

I have read the entire budget. On page 107, para (3) in the Indian Railway year book 1983-84 there is reference of 'Employment to Schedule Castes and Schedule Tribes' I would not like to read the whole in brief I would like to state that even after 36 years of independence, you have been able to secure only 8.9 percent of reservations in 1982-83 in category (a) services and in 1983-84 only 9.9 percent. Similarly in other categories too, i.e. (b), (c), and (d) you have not been able to fulfil the reservations. Only in the case of Scavenging Staff, you have been able to complete 18 percent. Similarly in Scheduled Caste category in category (a), only 1.8 percent reservations have been completed in 1982-83 and 2.4 percent in 1983-84. For other categories too you have not been

able to do so. I would like to request the hon'ble Minister who has administrative capabilities that under the leadership of Shri Rajiv Gandhi, the quota reservations provided for Harijans, Yirijans and weaker Sections, should be filled up without any delay.

With these words, congratulate hon'ble Minister and support the Railway budget that has been presented.

*SHRI N.V.N.SOMU (Madras North) : Hon. Mr. Deputy Speak, Sir, I am grateful to you for giving me this opportunity to make my maiden speech in this august house. I am deeply indebted to my leader Dr. M. Kalaingar Karunanidhi who gave me the opportunity to represent Dravida Munnetra Kazhagam in this sovereign and supreme elected body of the nation. I am equally grateful to the people of my parliamentary constituency, Madras North, who in response to the call of my leader have elected me to represent them in this House. It redounds to their credit that they have practised the provisions of Anti-Defection Law passed by this House in its first session. They ensured that the candidate, who stabbed the D.M.K. at the back and who was fielded as Congress-I candidate in this constituency, is routed in the hustings so that the spirit of anti-Defection law is sustained for ever.

I am happy to participate in the debate on the Railway Budget for 1985-86. Sir, the universal comment is that in recent years such a severe Railway Budget has not been presented. In fact, this is a grand deception perpetrated on the people of the country by the Railway Minister and that too immediately after they reposed their faith in the Congress Party. The Railway Minister has claimed that upto 50 kilometres the railway passenger fare has not been increased. But on the next page of the Budget he says that the suburban passenger fare has been enhanced for the distance of 1 km. to 150 km. I would like to ask of the Railway Minister whether those travelling in suburban trains

belong to the affluent sections of our society. I wonder how the Railway Minister glibly says that the common people are not affected by the increase in the passenger fare.

Sir, the Railway Minister has further poured oil in the burning fire. The freight rate for essential commodities like wheat, rice, pulses, salt etc. has been raised by him. Will this not lead to rise in the price of essential commodities? It will be no exaggeration to say that the Railway Minister has done great injustice to the people of the country. with whose massive support this Government has come to power. In fact, he has betrayed the expectations of the people. I wish that the people of the country realise this at least in the next General Elections and make their choice properly.

During the past three and half decades and more after Independence, the Southern States have been neglected by the Railway Ministry. This year's budget is no exception to that. Our great leader Aignar Anna said on the floor of Rajya Sabha that he belonged to the Dravidian stock. All the four southern States belong to the dravidian stock.

Karur-Dinpigul B.G. line was the dream of 5 crores of Tamils for the past several decades. This scheme was sanctioned in 1981 and till 1984 the progress of this scheme has been at 'snail's pace and in 1985, after the presentation of this Budget, it will come to a grinding halt because of the paltry provision of Rs. 3 crores. I doubt whether this Karur-Dindigul BG scheme will ever be implemented. Similarly, a very negligible sum has been provided for Madras Rapid Transport system, which is like offering sugarcandy to a hungry elephant. The Railway Minister announces the running of electric train upto Ghaziabad from Delhi. But he does not announce the running of electric trains from Madras to Chengleput; it is just extending the electric train for a few kilometres beyond Tambaram. While three new railway lines have been sanctioned for Madhya Pradesh, not

* The speech was originally delivered in Tamil.

even a single new line has been given for any of the four Southern States. There is nothing wrong in saying that the South is languishing and the North is flourishing when we see such blatant partisanship in railway development. The maximum length of metre gauge track is in Southern States. No gauge-conversion programme has been announced in this Budget. Without BG line there cannot be full-fledged industrial development in Southern States. When India enters 21st Century, it may happen that the Southern States may recede back into 19th Century, with this tempo of railway development during the past four decades.

There are 7000 stations in the country, out of which there is no drinking water facility or electricity in 60% of them. This is the position obtaining in 1985. I request the hon. Railway Minister that a massive effort must be made for providing drinking water at least in all the Stations at the earliest. I have to take this opportunity to mention about the absence of provision of a meagre sum of Rs. 3 crores for a 3 kilo-metre electric railway track between Villivakkam and Annanagar. Madras is the capital of Tamil Nadu and there is no provision for such small scheme in this Railway Budget. If at least this had been included we the Members from Tamil Nadu would have been happy. Now we have to bemoan our lot in its absence. In North Madras, Royapuram Railway Gate is closed very frequently. The people have to wait for 2 to 3 hours to go to Stanley Medical Hospital across the railway line. It so happens that women in advanced stages of pregnancy deliver their babies on the roads while they wait for the gate to open. A Railway over-bridge should be constructed here soon. Late Shri Asai Thambi, who represented Madras North in this House and Shri Nanjil Manoharan, who was a Member of this House, had referred to this important project several times. Till today this has not been undertaken. A Railway over-bridge must be constructed here. Similarly, the Railway over-bridge connecting North Madras and South Madras is in a dilapidated condition. This must be modernised immediately; otherwise there is imminent danger to human lives any time.

You know, Sir, that Madras-Tiruvotriyur area is the largest industrial area. The industrial growth of Tamil Nadu is represented here. When the Railway gate closes all the industrial movement comes to a standstill. You can imagine the loss to the nation because of such stoppage of industrial activities here. A Railway over-bridge must be constructed here. Similarly, I would request the hon. Railway Minister to look into the problems being faced at Korukkupettai area. The hon. Railway Minister has a responsibility to ensure that such hurdles in industrial activities are removed forthwith.

Our Prime Minister is called Mr. Clean and our Railway Minister is known as the incarnation of administrative efficiency. I want to pose a challenge to them and if they can solve it, then they deserve these appellations. The Public Accounts Committee of Seventh Lok Sabha has submitted a report to the Parliament, mentioning about the non-payment of dues by private sector people who have encroached upon the Railway land, even after the lease period has lapsed. The Report refers to the big factory that has been put up by the Proprietor of Coco Cola Company on the Railway land near Super Bazar in Connaught Place, New Delhi. Here, the land is priceless. The Railway Board has not been able to get this land cleared from this encroachment. This gentleman has constructed a Hotel in Janpath, where also he has encroached upon the public road. The Comptroller and Auditor General in his report has pointed out that Railways have surplus land of 2.74 lakh acres worth Rs. 15,000 crores. Should not the land ceiling law be made applicable to Railways? If the Railways can manage the land effectively, there will be no need to enhance passenger fare and freight every year. In the matter of compensation being paid by the Railways for the loss of goods in transit, there are many malpractices. The Railways are swindled lakhs of rupees by unscrupulous traders. If earnest efforts are made, there can be saving of several lakhs of rupees in the payment of compensation. The Railway Convention Committee has also reported malpractices in the

purchase of proprietary items required by the Railways. The recommendations contained in this Report must be implemented by the Railways.

With these words, I conclude my speech and also thank you for giving me this opportunity to make my maiden speech.

MR. DEPUTY-SPEAKER : The House stands adjourned till 11 a.m. tomorrow.

18.02 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, March, 19, 1985/ Marguna 2, 1906 (Saka).