

- (ii) Self-regulation by managements.
- (iii) Workers' participation in safety management
- (iv) Tripartite and Bipartite reviews at various levels.
- (v) Training of workpersons.
- (vi) Observance of safety weeks and Safety campaigns.
- (vii) National Safety Awards.

The Directorate General of Mines Safety has taken special drives to identify danger from inundation, status of flame proof equipment in the underground working in highly gassy mines i.e., mines in third degree of gassiness have been completed and mine managements have been addressed to take suitable precautionary measures. An exercise has been recently undertaken to review danger to surface structure workings, belowground in Jharia coal fields.

[Translation]

Development of Tourism in Uttar Pradesh

4103. SHRI D.P. YADAV : Will the Minister of TOURISM be pleased to state :

(a) whether the certain areas of Uttar Pradesh which are important from the point of view of tourism are being neglected;

(b) if so, whether the 'Chetna Kendra' situated near the Ganga in Narora, district Badayun, Uttar Pradesh is not being maintained properly; and

(c) if so, the amount proposed to be spent for the development of the above mentioned tourist spot so as to attract the national and international tourists?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA) : (a) to (c). Maintenance and upkeep of tourist areas is primarily the responsibility of the State Government. However, the Department of Tourism provides central financial assistance to State Government for specific projects based on their merits, *inter se* priority and availability of funds. The Department of Tourism has not received any proposal from Government of Uttar Pradesh for 'Chetna Kendra'.

[English]

Doordarshan/AIR Kendras, Karnataka

4104. SHRI S.D.N.R. WADIYAR :

SHRI ANANTH KUAMR :

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

(a) the number of Doordarshan/Akashvani Kendras in Karnataka at present, capacity-wise and location-wise;

(b) the total population of the area being benefited by their coverage.

(c) the number of Akashvani Kendras broadcasting the Commercial Service of Vividh Bharti; and

(d) the time by which the HPT at Mysore is likely to be commissioned?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) As in the enclosed Statement-I and II.

(b) Whereas Doordarshan covers 69.9% population in Karnataka, All India Radio caters to 96% of population.

(c) Two All India Radio Kendras broadcast commercial service of Vividh Bharti.

(d) The Government has proposed to set up a HPT at Mysore. Such scheme takes three years for completion after financial sanction subject to availability of infrastructure facilities and *inter-se* priorities.

STATEMENT-I

TV Projects (As on 30.11.96)

State	Existing	Capacity (in Watts)	
1	2	3	
Karnataka	PPC		
		Bangalore	
		Gulbarga	
	HPT		
		Bangalore	10K
		Dharwad	10K
		Gulbarga	1K
		Shimoga	10K
	LPT		
		Arsikere	100
		Athani	100
		Bangalkot	100
		Bantwal	100
		Belgaum	100
	Bellary	100	
	Bhatkal	100	
	Bidar	100	
	Bijapur	100	
	Chickmagalur	100	
	Chikodi	100	
	Chitradurga	100	
	Davangere	100	

1	2	3
	Gadag Betgari	100
	Gangawati	300
	Hassan	100
	Hospet	100
	Hungond	100
	Karwar	100
	Kolar Gold Field	100
	Kumta	100
	Mandya	300
	Mangalore	100
	Medikeri	100
	Mudigere	100
	Mysore	100
	Pavagada	100
	Raichur	100
	Ramadurg	100
	Ranibenhur	100
	Sandur	100
	Sirsi	100
	Tiptur	100
	Udipi	100
	Bangalore (DD II)	100
VLPT	Sakleshpur	10

STATEMENT-II

Location of Air Station	Capacity
Bhadrawati	20 KW MW Tr.
Dharwad	(i) 200 KW MW Tr. (ii) 1 KW MW Tr. (VB)
Gulbarga	10 KW MW Tr.
Mangalore/Udipi	1 KW MW Tr. (Mangalore) 20 KW MW Tr. (Udipi)
Mysore	1 KW MW Tr.
Bangalore	(i) 200 KW MW Tr. (ii) 1 KW MW Tr. (VB)
Hassan	6 KW FM Tr.
Chitradurg	6 KW FM Tr. (LRS)
Hospet	10 KW FM Tr. (LRS)
Raichur	6 KW FM Tr. (LRS)
Mercara	6 KW FM Tr.
Karwar	3 KW FM Tr. (LRS)

Voluntary Retirement from Doordarshan

4105 SHRI PRAMOD MAHAJAN : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether a number of Indian Information Service Officers, Programme Cadres staff and Engineers working under the Ministry have resigned or sought voluntary retirement during the years 1994, 1995 and so far in 1996

(b) if so, the details thereof and reasons therefor and to what extent this exodus has affected the functioning of the AIR and Doordarshan;

(c) the steps Government propose to take to encourage their staff and to check this practice;

(d) the rules governing the voluntary retirement of officers referred to in part (a) above; and

(e) the Government's present policy in this regard?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) Yes, Sir.

(b) and (c). During the years 1994, 1995 and 1996 six Indian Information Service Officers, seven Indian Broadcasting (Programme) Service Officers and twelve Indian broadcasting (Engineering) Services Officers have resigned/sought voluntary retirement from AIR/Doordarshan either due to personal reasons or for joining other Government organisations. The number of officers who have left the two organisations is negligible when compared with their large set up. Infact, a number of eligible officers are available to fill up the resultant vacancies. The position is, therefore, not considered alarming.

(d) and (e). The voluntary retirement of the officers are Governed by Fundamental Rule 56(k) and Rules 48 and 48 (A) of Central Civil Services (Pension) Rules, 1972. The resignation/request for voluntary retirement received from Government Servants, when fulfilling the conditions as laid down in the relevant rules, are normally accepted as it is not-considered in the interest of Government to retain an unwilling Government Servant in Service.

Conversion of Rupsa-Bangriposi Railway Line

4106. SHRI RANJIB BISWAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether Rs. 50 crores were sanctioned for conversion of Rupsa-Bangriposi narrow gauge railway line to broad gauge;

(b) whether tenders for the same were finalised, but the Railways did not release funds for taking up the work; and

(c) if so, the reasons for not releasing the funds?