

Eighth Series No.10

Thursday, March 6, 1986  
Phalguna, 15, 1907 (Saka)

# **LOK SABHA DEBATES**

## **(English Version)**

**Fifth Session**  
**(Eighth Lok Sabha)**



सत्यमेव जयते

**LOK SABHA SECRETARIAT**  
**NEW DELHI**

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*No. 10 Thursday, March 6, 1986/Phalgun 15, 1907 (Saka)*

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# LOK SABHA DEBATES

LOK SABHA

Thursday, March 6, 1986/  
Phalguna 15, 1907 (Saka)

The Lok Sabha met at  
Eleven of the Clock.

[MR. SPEAKER in the Chair]

## ORAL ANSWERS TO QUESTIONS

[Translation]

### Remains of Nalanda University

\*164. SHRI KALI PRASAD PANDEY : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government are aware of the reported decay and neglect of the remains of the University of Nalanda in Bihar; and

(b) the steps taken or proposed to be taken to ensure constant care and upkeep of the said monument of our ancient cultural heritage by doing regular repairs and maintenance ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) The Archaeological remains of the University of Nalanda are not in a state of decay and are not neglected.

(b) The following are the steps taken to ensure the constant care and upkeep of the remains of the University of Nalanda :

(i) Stationing of conservation staff with Nalanda as headquarters.

(ii) Posting of armed police guards to care for the archaeological remains and museum collections.

(iii) Structural conservation by way of constant removal of vegetation, watertightening and recess pointing of the brick structure.

(iv) Chemical cleaning and preservation of stucco figures.

(v) Constant vigil and chemical cleaning of mural paintings in the structures.

(vi) Development of the environments of the lawns in the monument complex.

PROF. MADHU DANDAVATE : Don't you know English ?

SHRIMATI SUSHILA ROHATGI : I may read out in English if you so like.

SOME HON. MEMBERS : Hindi, Hindi.

PROF. MADHU DANDAVATE : No, no, please read out.

MR. SPEAKER : You are speaking in chaste Hindi.

AN HON. MEMBER : This Hindi is more difficult than English.

AN HON. MEMBER ; You have given reply in Sanskrit, where is Hindi in it ?

SHRI KALI PRASAD PANDEY : The reply given by the hon. Minister seems to be far from truth, because 'Patliputra' of Ist February has written in their survey, "*Khandhar bata rahe hain imaarat ki bulandi ka haal*" (ruins stand testimony to the grandeur of the building). In the circumstances, the hon. Minister...

MR. SPEAKER : Say *manniyaa* (Madam Minister) lest it should become a question of privilege.

SHRI KALI PRASAD PANDEY : I want to know from the Madam Minister whether the Government are aware that Nalanda is one such place in Bihar where not only Indian but foreign tourists also come daily and that Nalanda University is one of these tourist spots? Keeping in view these circumstances, do Government propose to set up a Central Study Team to protect the buildings of ancient Universities which could give its recommendations with a view to protecting the entity of ancient universities?

SHRIMATI SUSHILA ROHATGI : Sir, since the hon. Member had asked the question in Hindi, I thought it proper to reply to it in Hindi..... (*Interruptions*)...

Secondly, with regard to the concern expressed by the hon. Member, I want to say that a constant watch is kept on the preservation and protection of our monuments, especially Nalanda University. For this purpose, there is a full time office near the Nalanda University for the maintenance of structure of the building. In the event of waterlogging due to excessive rains, the said office adopts measures to check the entry of water into the building and for this purpose recess pointing and repairs are carried out almost every year. Besides, if salt gathers on the building due to the effect of rain water, there is a full-time office with its headquarters at Patna for use of chemicals for the preservation of monuments and through that office a constant vigil on all these aspects is kept.

SHRI KALI PRASAD PANDEY : Mr. Speaker, Sir, my question has not been replied to. I had asked whether Government propose to set up a Central Study Team?

My second supplementary is, as you have just now said that a number of steps are taken from time to time, what steps were taken to protect the future of the University and in which years?

SHRIMATI SUSHILA ROHATGI : I have got information in respect of both

of these questions with me. The first was with regard to a Central Study Team. There are about 5,000 such ancient monuments in the country which come under the National Archives. The National Archives does the surveying, takes up new excavation work, where needed, keeps a vigil on all these monuments and also looks after the maintenance. The work is going on smoothly. As such, the views expressed by you are in the form of suggestions and hence do not call for any comments.

The other question asked by you was whether measures for their maintenance are taken regularly. I would like to inform the hon. Member that the measures for the maintenance and repairs etc. were regularly taken during the years 1978-79, 1979-80, 1980-81, 1983-84 and 1984-85.

SHRIMATI KRISHNA SAHI : Is the hon. Minister aware of the fact that the Bihar Government have evolved a scheme to set up Indira Gandhi Open University in Nalanda? Has the proposal of that scheme seeking funds for the proposed University been received by the Government?

SHRIMATI SUSHILA ROHATGI : Mr. Speaker, Sir, I want to know whether this question has any direct link with the main question.

MR. SPEAKER : She is trying to establish a link.

SHRIMATI KRISHNA SAHI : This is relevant because the historical remains of Nalanda are such...

MR. SPEAKER : Historical remains are different and today's context is something different. You cannot link the two.

SHRI VIJOY KUMAR YADAV : Mr. Speaker, Sir, Nalanda University falls in my constituency. There has been a persistent demand in the past for setting up of a Central University, but I am not going into that. Is the hon. Minister aware that there was a museum of ancient remains there, but those remains were taken to Calcutta Museum during the British days

itself. (*Interruptions*) Some of them also found their way to London. If it is a fact, will the hon. Minister make efforts to bring back those objects and restore them to their place of origin ?

SHRIMATI SUSHILA ROHATGI : I do not have this information right now. However, the excavation work done by the Archaeological Survey in Nalanda since 1915 have yielded the remains of a full-fledged University, seven monasteries, two big temples and two large-sized idols. A museum has been built in the neighbourhood of this site where all these remains have been exhibited for public viewing.

Based on the information given by the hon. Member in the first part of his supplementary, efforts will be made to gather information in this respect which will be passed on to him when received.

[*English*]

**Preventive Measures for T.B., Cancer, Cholera, Plague, Diphtheria and Meningitis**

\*165. SHRI R.P. SUMAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government are taking any special measures to prevent fatal diseases like T.B., Cancer, Cholera, Plague Diphtheria and Meningitis;

(b) if so, how far Government have been able to check the incidence of these diseases; and

(c) whether Government propose to undertake a time-bound programme on priority basis to control the aforesaid diseases; if so, by what time and if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (c) As a part of its stated policy to improve the health status of the people, the Government has been taking steps to control the incidence and death arising out of several communicable and non-communicable diseases like T.B., Cancer, Cholera,

Plague, Diphtheria and Meningitis. So far total success has been achieved only in the fields of Small Pox and Plague. National Programmes for the control and containment of T.B., Cancer and Diarrhoea diseases have been taken up in hand and are being intensified every year. The incidence pattern of Meningitis, being localised and seasonal, is tackled on the same basis. Diphtheria is sought to be controlled through the Expanded programme of Immunisation. It is not possible to estimate the time by which all such diseases can be brought under control as such a phenomenon depends on the interaction of other socio-economic factors with health inputs and not on health interventions alone.

[*Translation*]

SHRI R.P. SUMAN : Sir, my question has not been replied to, I seek your protection. I had asked whether Government are taking any special steps to prevent fatal diseases like T.B., cholera, cancer, plague, diphtheria and meningitis. To this, she has replied that the Government has been taking steps. The reply does not say whether Government are taking steps to effectively control these diseases by launching special campaigns. This thing has been completely overlooked in the reply. The incidence of these fatal diseases in the country is sharply rising and no proper medical care is available even at the district headquarters as a result of which the poor people are unable to get treatment. Since, the number of patients is increasing, which is a matter of grave concern, I want to know from the hon. Minister the details of the steps Government propose to take for effective prevention and treatment of these fatal diseases at least at district headquarters ?

[*English*]

SHRI S. KRISHNA KUMAR : The goal of Health for All by the year, AD 2000 as enumerated in the National Health Policy and the policy itself laid down several indices to be achieved by the end of the century. On the basis of these indices to be achieved, we have time-bound programme on almost all communicable and non-communicable diseases which



have any tangible disease incidence in the country. For instance, we have the National Malaria Eradication Programme, National Diarrhoea Programme, National Goitre Programme and the Programme of Expanded Immunisation. Therefore, the normal working of the Health Ministry itself is on the basis of a campaign approach to contain these diseases.

As far as the second part of the question is concerned, it is a question of enhancement of the infrastructure which we are steadily achieving. We have hierarchical system of infrastructure from the Primary Health Care and Sub-Centres to the Secondary referral level of the district hospitals to the State and national level hospitals and we are implementing these time-bound programmes, of course, restrained by the availability of resources.

[*Translation*]

SHRI R.P. SUMAN : Sir, no medicine except mixture and A.P.C. tablets, is available in the hospitals in the rural areas. Even vaccine or medicine for dog-bite is not available in the hospitals at district headquarters. Apart from non-availability of medicines for such fatal diseases, there is a shortage of doctors in the hospitals. I want to know whether Government would ensure availability of medicines and presence of doctors at least at district hospitals, leave aside the Primary Health Centres? If so, the views of the Government in regard thereto?

[*English*]

SHRI S. KRISHNA KUMAR : We have a time-bound programme for enhancing the infrastructure and improving the facilities throughout our entire health infrastructure. The per capita public sector expenditure on health has increased from Rs. 1.5 in 1951 to Rs. 38 now. We have every element of the programme including the medicines. For instance, in the Primary Health Centre for each area, we have Rs. one lakh for medicines being given.

SHRI G.G. SWELL : Has it started reaching the people?

SHRI S. KRISHNA KUMAR : They are reaching the people.

SHRI G.G. SWELL : How do we know?

SHRI S. KRISHNA KUMAR : We have conducted several studies, There are short-falls and these short-falls are attempted to be corrected.

[*Translation*]

SHRI RAJ KUMAR RAI : Mr. Speaker, Sir, the hon. Minister has stated that there is a time-bound programme and that they are taking all steps. His reply has also been drafted in good English and through this reply, he would convince others that the medical aid is being made available. Meningitis is a disease. So far as Uttar Pradesh is concerned, the incidence of encephalitis which is also called cerebral fever is on the increase in Azamgarh, Deoria, Basti and in Terai area. According to my information hundreds of people have died an untimely death during the last four to five years. No medical treatment could be provided to them and they died on their way to the hospitals. The hon. Minister knows better from the medical point of view. I want to know what special steps were taken by Government in this regard, what special facility was provided, which medicines were provided, while our charges were that the stocks of very few medicines which were supplied also exhausted and that nothing could be done. The medicines are badly needed there. I want to have a specific answer to it from the hon. Minister.

[*English*]

SHRI S. KRISHNA KUMAR : Meningitis is a seasonal disease which normally appears in spring and winter ...

[*Translation*]

SHRI RAJ KUMAR RAI : Sir, he is giving the same reply.

(*Interruptions*)

MR. SPEAKER : How can he give a different reply when the reply is the same?

[*English*]

SHRI S. KRISHNA KUMAR : I am not reading from the brief. I am referring to notes for statistical purposes.

[*Translation*]

**SHRI RAJ KUMAR RAI :** If they are unable to provide medicines to the patients, at least they should satisfy the Members with a satisfactory reply.

**MR. SPEAKER :** Merely talking will not serve the purpose.

[*English*]

**SHRI RAJ KUMAR RAI :** He cannot answer our supplementaries. What is written there, he will repeat.

**SHRI S. KRISHNA KUMAR :** We have a monitoring mechanism not only in the national capital but also in the State capitals. This year the incidence of meningitis is reduced and only a week ago we had a conference on this very question. We are monitoring the incidence of meningitis in the country.

**DR. DATTA SAMANT :** For cancer there is no prevention, but just we are giving a wholesale reply that by the 21st century we are going to eradicate everything. I want to put a specific question.....

**PROF. MADHU DANDAVATE :** Incidentally he is a doctor also, not alone a trade union leader.

**DR. DATTA SAMANT :** My question is very specific. In the year 1984-85 for prevention of TB what is the number of BCG injections given all over the country and for the prevention of diphtheria how many doses have been given all over the country ?

**AN HON. MEMBER :** Sir, the hon. Member there is out of tune.

**MR. SPEAKER :** Sir, that question is out of bounds.

**SHRI BHAGWAT JHA AZAD :** He is out of practice.

**SHRI PIYUS TIRAKY :** Because these diseases are there all over India and the Government are very serious, I would like to know whether the Government have any scheme to encourage Homeopathy, Ayurveda, Unani and other systems

of health care also.? If so how much amount is spent on them and what is the percentage and what steps the Government have taken in this regard ?

**SHRI S. KRISHNA KUMAR :** This question is quite extraneous to the main question and the hon. Member may not like a general answer. But I would like to say that we are spending about Rs. 40 crores for the improvement of the indigenous systems of medicine in the Seventh Plan. We have the National Councils in respect of the individual disciplines of medicine like Sidha, Ayurveda, Unani and Yoga Naturopathy and there is a quantum jump not only in the allocation of funds in the Seventh Plan but also in the emphasis given to the indigenous systems of medicine as part of the national health policy thrust.

[*Translation*]

**SHRI MANOJ PANDEY :** Mr. Speaker, Sir, I want to know whether Government propose to convert the existing T.B. Control Programme into a T.B. Eradication Programme ?

**MR. SPEAKER :** T.B. or T.V. ?

**SHRI MANOJ PANDEY :** T.B.— Tuberculosis.

[*English*]

**SHRI S. JAIPAL REDDY :** TV is suffering from TB.

**SHRI S. KRISHNA KUMAR :** Tuberculosis is a socio-economic type of disease, depending for its eradication on the question of eradication of poverty and, therefore, it is not a disease which is amenable to the approach of eradication. 40% of the population are supposed to have some germs of T.B. If I may refer to my papers, 1.5% of the population are suffering. New cases are 2.5 million every year. Every year we are augmenting the steps for the detection of the disease and we have had an all-time high of 14.5 lakhs detections this year. So we are going to increase the coverage. But it is not possible to eradicate it before 2000 AD,

**SHRI BHAGWAT JHA AZAD :** It is heartening to note know that the Government also spends on indigenous medicines for the eradication of the diseases mentioned in the question.

There are diseases like spondylitis, gastroenteritis, synovitis for which they have no medicines. My specific question is : is it true that 80% of the total budget of the centre plus the State Governments are being spent on allopathic medicine systems which serve only 20% of the population and 20% of the expenditure which the Centre and State Governments spend is being spent on the indigenous systems of medicine which serve 80% of the population. Is it true and if not, what is the proportion ?

**SHRI S. KRISHNA KUMAR :** The figures the hon. Member has quoted apparently relate to the distribution of doctors between the rural and the urban areas. It is true that we have an allopathic orientation in our health infrastructure and that is the very thing which the National Health Policy seeks to correct in the next 15 years. And, hopefully, we will have an integrated system of medicine, availing of the best in the indigenous as well as the modern systems of medicine.

**MR. SPEAKER :** Mr. Minister, is there any new measles-vaccine now being used and if so, what is the efficacy of this? Please find out and let me know later.

**SHRI S. KRISHNA KUMAR :** Yes, Sir.

**Non-Availability of Senior Doctors in Hospitals on Saturdays and Holidays**

\*167. **SHRI AKHTAR HASAN :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that on Saturdays (after 12.30 P.M.), Sundays and holidays only Resident and Junior Doctors are available in Dr. Ram Manohar Lohia Hospital, Safdarjung Hospital and other hospitals in Delhi and no senior doctor or a specialist is available for treatment/consultation or even to look after serious patients ;

(b) if so, whether it is due to shortage of senior doctors in these hospitals or some other reason;

(c) whether it is also a fact that posts of Professors and senior doctors are lying vacant for years together in almost all the Central hospitals in the Capital ; and

(d) if so, the position hospital-wise and reasons for not filling these posts ?

**THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) :**

(a) No Sir.

(b) Does not arise.

(c) The Central Government Hospitals excepting those attached to teaching institutions do not have the posts of Professors in their sanctioned establishment. All efforts are made to see that no post of senior doctors remain vacant.

(d) A statement is given below.

**Statement**

**Safdarjung Hospital, New Delhi**

Grade	No. of sanctioned posts	Posts filled	Posts vacant	Remarks
(1)	(2)	(3)	(4)	(5)
Supertime Grade	8	5	3	One post has been advertised by UPSC for direct recruitment. Another post is proposed to be referred to

1	2	3	4	5
				UPSC for direct recruitment. One post is proposed to be operated at lower level and necessary proposal for appointment is being processed.
<b>Specialist Grade I</b>	32	26	6	The joining of an officer against one post is awaited. Recommendations of UPSC for appointment against two posts are being processed. The recommendations for the UPSC are awaited for two posts. However, ad-hoc appointment have been made against these posts. Requisition is being sent for direct recruitment against one of the vacant posts.
<b>Dr. Ram Manohar Lohia Hospital, New Delhi</b>				
<b>Supertime Grade</b>	4	4	—	
<b>Specialists Grade I</b>	20	15	5	Approval of A.C.C. is awaited for appointment against three posts. One candidate has declined the offer made to him for the post. Recommendations of UPSC for appointment against one post are being processed.
<b>Lady Hardinge Medical College &amp; Smt. Sucheta Kriplani Hospital</b>				
<b>Supertime Grade</b>	2	1	1	An officer for the post of Additional Medical Superintendent has been transferred and the matter is sub-judice.
<b>Specialist Grade I (Professors)</b>	25	20	5	Recommendations for 3 posts are under process. One post referred for direct recruitment and one post referred for DPC.
<b>Specialist Grade II Assistant/ Associate Professors)</b>	88	81	7	Recommendations have been received for 3 posts. Requisitions have been sent to the UPSC for the remaining 4 posts.

[*Translation*]

**SHRI AKHTAR HASAN :** Mr. Speaker, Sir, the hon. Minister has stated that all doctors are available in the hospitals on holidays but I have had a chance to go to the hospital a number of times and I know, and so do others also, that no Senior Doctor is available in the hospital on holidays. Besides, as stated, 9 posts in Safdarjang Hospital, 5 in Ram Manohar Lohia Hospital and 13 in Lady Harding Hospital are vacant. I want to know the time since when these posts are vacant, the time by which these posts will be filled and the reasons for their remaining vacant so far ?

[*English*]

**SHRI S. KRISHNA KUMAR :** It is true that a certain number of posts are lying vacant in the hospitals of Delhi. The reasons for this are as follows : the time taken by the UPSC and the procedure for selection; the administrative formalities such as verification of documents and character and antecedents; sometimes candidates are not available when it comes to the Scheduled Castes and Scheduled Tribes category; sometimes the D. P. C. cannot meet due to non-availability of records; sometimes the candidates themselves do not join after they have been selected. This is as a result of a combination of all these factors. In respect of every single vacancy that is current in the hospital, we are making continuous reviews and seeing that it is filled at the earliest.

**PROF. N.G. RANGA :** What about the salaries ? They are inadequate.

[*Translation*]

**SHRI AKHTAR HASAN :** The Dispensary does not open both times and is closed at 1.00 p.m. If you need medicine in the evening, you cannot get it. All medicines are not available there, even the common medicines are not available. May I know the reason why the dispensaries do not open in two shifts now when this arrangement had been in vogue for the last 20 to 25 years ?

[*English*]

**SHRI S. KRISHNA KUMAR :** The upgradation of the services in Delhi hospitals and dispensaries is always under continuous review. Because of the increase of population in Delhi, there is a tremendous pressure on Delhi hospital system. We have not been able so far to set up a proper primary-cum-secondary-cum-referral system for Delhi. There are many zonal areas which are not served. So, recently in the review conducted by the Ministry, the defects and deficiencies of the systems have been identified. Some relate to structural deficiencies and system defects, some relate to infrastructural bottlenecks, some relate to the lack of motivation and lack of discipline among the staff and some relate to the over-crowding in Delhi hospitals. I don't want to detail this; but I would like to say that the Ministry is aware and ceased of the matter and doing its maximum.

**PROF. N.G. RANGA :** What are the remedial steps they are taking Sir ?

**DR. G. VIJAYA RAMA RAO :** Mr. Speaker Sir, the Government is extending Rs. 2 lakhs for an MBBS doctor and more than Rs. 2 lakhs for a post graduate and so more for a super specialist doctor,

**PROF. MADHU DANDAVATE :** More money to collect the results.

**DR. G. VIJAYA RAMA RAO :** After getting the speciality the doctors are doing Government service only for five to six years or for a short period. After that those specialised doctors are migrating to other countries. So, other countries are extracting the specialists from India. Our country is just like a laboratory for other countries. What are the preventive measures being taken to check the migration of the specialists doctors from India ?

**MR. SPEAKER :** It has already been answered. There is nothing new about it.

**SHRI S. KRISHNA KUMAR :** This has been discussed several times Sir.

[*Translation*]

**SHRI BANWARI LAL PUROHIT :** Mr. Speaker, Sir, the simple question

asked by the hon. Member, Chaudhary Sahib was that the dispensary opens in the morning and closes at 1.00 P.M., but it does not open in the evening. It must open in the evening for the public. The hon. Minister has not replied whether he would re-introduce the opening of dispensaries in the evening also. If some one falls sick in the afternoon, he cannot get medicine. Therefore, I want to know to what steps Government propose to take to see that the dispensaries open in the evening as well ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : Mr. Speaker, Sir, the main question relate to the vacant posts in the Ram Manohar Lohia Hospital, whereas the supplementry is about the dispensaries. This is true that the timings have been changed. Our labour leaders sitting here and the Hospital Employees' Union had been demanding for the past many years that they were unable to work in two shifts. Therefore, the timings have been changed from 8.00 a.m. to 1.00 p.m. on experimental basis. But, a doctor and skeleton staff is available after 2.00 p.m. in each dispensary to attend to emergency cases. We had held a meeting in this regard and we are trying to find a solution by which two shifts are re-introduced. On the one hand, there is question of difficulty to the patients and on the other hand, it is the question of inconvenience to the hospital staff. They set out from their homes at seven in the morning and get back at ten in the night. Therefore, we have to find out a via media. For the time being, the existing timings will continue to be in force and it is not that the dispensary is closed at 2.00 p.m. even for emergency cases. A doctor with a skeleton staff remains on duty upto 8.00 p.m. in the dispensaries.

MR. SPEAKER : You can put it this way that one type of treatment results in some other reaction... (*Interruptions*).

SHRI BALKAVI BAIRAGI : Mr. Speaker. Sir, can you not evolve any method whereby the people of Dlehi should fall sick only in the morning and not in the evening... (*Interruptions*)...

MR. SPEAKER : Why don't you move a step further and say that nobody should fall ill at all; (*Interruptions*). Neither there will be disease, nor any remedy required.

[*English*]

#### Shortage of pilots in Indian Airlines

\*169. SHRI P. NAMGYAL : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that due to shortage of pilots, the Indian Airlines pilots have to fly for 11 hours in 24 hours;

(b) whether it is also a fact that the pilots and other cabin crew members of Indian Airlines have been complaining of over work causing fatigue and demanding fixation of suitable working hours.

(c) whether it is also a fact that there are many unemployed trained commercial pilots wanting jobs in the country; and

(d) if so, the steps taken to reduce the working period of the pilots and cabin crew and to meet the shortage of pilots in the Indian Airlines ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) No, Sir.

(b) No, Sir. The cabin crew, however, have demanded that they should not be asked to do extra duty beyond the normal duty period of 11 hours even if it is required for completion of their rostered flight.

(c) No records are maintained for keeping the details of unemployed pilots.

(d) In view of reply to part (a) no action has been taken to reduce the working hours of the pilots. The demand of the cabins crew is, however, in conciliation.

**SHRI P. NAMGYAL :** From the reply to part (b) of the question it appears that the Indian Airlines have shortage of pilots otherwise why the cabin crew should demand that they should not be asked to do extra duty. This fact is also admitted in the reply. It means that the Indian Airlines has no standby pilots. So, I would like to know whether Indian Airlines have any standby pilots? If not, what steps have been taken by the Government to meet the requirements of pilots for future? Also what steps have been taken to help the unemployed trained commercial pilots? Has any survey been conducted about the number of commercial pilots? If not, why not?

**SHRI JAGDISH TYTLER :** Sir, there is no shortage of pilots in the Indian Airlines. Against the total requirement of 428 pilots the Indian Airlines has 444 pilots for the present fleet of aircraft. We have also taken adequate measures to train sufficient number of pilots for the proposed induction of the air bus. As far as trained commercial pilots are concerned we do not have a record....

**MR. SPEAKER :** I have got only one pilot with me.

**SHRI JAGDISH TYTLER :** He is already employed, Sir.

**PROF. MADHU DANDAVATE :** The most powerful in this House is the ex-pilot.

**SHRI JAGDISH TYTLER :** He is still a pilot but he is not flying. The total number of licences which have been issued as on 31.12.1985 are :

Airline Transport Pilot's licensee	962
Senior Commercial Pilot's licensee	84
Commercial Pilot's licensee	295
Private pilot licensee	2124
Commercial Helicopter Pilot's licensee	82
Private Helicopter Pilot's licensee	3

These are the figures given by the Director General of Civil Aviation. The

total number of airline transport pilot's licensee has been 962 and the pilots employed in all three airlines is 764. This means there is a balance of 198. May be quite a few of them are with State airline planes, private airlines and for crop spraying. As far as I can see there is no pilot who is unemployed. May be some of the pilots who have been working in the offices they could be but we have taken up a big programme to see that in future all our demand whenever it arises is met.

**SHRI P. NAMGYAL :** In reply to part (d) of the question it has been said that the demand of the cabin crew is in conciliation. I would like to know when did the conciliation take place and what is the comparative flying duty between the Indian Airlines and Air India? Does any over-time allowance is paid to the cabin crew when extra time is taken out of them?

**SHRI JAGDISH TYTLER :** The first meeting we had with the Air Corporation employees' union was on 24th January, The second and the third meetings were held on 7th and 11th February respectively. The fourth meeting was held on 12th February and the last one was held on 3rd March. The discussions are still going on. They had given certain demands. The main demand of the cabin crew is for increase of about 200 per cent over and above the present pay and allowances.

Secondly, the duty period should not be extended beyond 11-hours even in case where there is delay in the flight or the insufficiency of flights. That means, if the cabin crew is asked at about 10 P.M. at night, at 12 O'clock they say we are sorry we would not work. This is one of the demands and we are reviewing the whole thing. The last point is that they should not be asked to carry out any meal service on the ground due to delay in the flight. These are the main demands and we are negotiating with them and probably some kind of agreement will be reached. As the cabin crew who have been giving extra time, they all have been paid and they have been paid handsomely and nicely.

[Translation]

**SHRIMATI USHA THAKKAR :**  
Hon. Speaker, Sir, the Vayudoot service

from Nasik, Poona, Jalgaon, Kandla and Bombay seldom takes off in time and sometimes it is cancelled even. Therefore, I want to know from the hon. Minister what are the reasons therefor? Is it due to the paucity of staff or is it due to some lacunae in the management of Indian Airlines?

[English]

DR. CHINTA MOHAN : Is it a fact that IC 440 on 4th February 1986 was delayed for two hours for shortage of breakfast in Begumpet Airport. If so, what is the action taken by the Government?

MR. SPEAKER : No, no.

#### **Women Welfare and Development Centres in Universities**

\*170. DR. PHULRENU GUHA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether there is any proposal to start Women Welfare and Development Centres in different universities; and

(b) if so, the details of the programme?

THE MINISTER OF HUMAN RESOURCES DEVELOPMENT (SHRI P.V. NARASIMHA RAO) : (a) and (b) A statement is given below.

#### **Statement**

The Ministry has decided to set up Women's Development Centres, for the present, in 20 colleges of the Delhi University for the academic year 1985-86. The Scheme envisages using students and teachers as catalysts for creating social awareness and bringing about attitudinal changes in society. These institutions would also bridge the gap between the academic institutions and the community by taking up various programmes in the community.

DR. PHULRENU GUHA : What is the allotment of money for 1985-86 and how much money is already distributed and in how many colleges? What is the mode of distribution of money?

SHRI P.V. NARASIMHA RAO : Sir, this has not yet become a plan scheme. So, there is no plan allocation. This is more or less on a pilot basis. It has been found necessary to have these centres. These have been started in 1983. A review revealed that they have done very good work and they need to be expanded. Now, the proposal is to add another 20 colleges in Delhi alone. We have not yet gone out of Delhi. But I would like to assure the hon. Member that after some experience is gained, we would certainly like to extend it to other Universities and colleges. But right now, for this year, we have confined it only to Delhi.

DR. PHULRENU GUHA : Which are the colleges which have already started this scheme and which are the colleges that are eager to start this scheme? I would like to know whether Delhi University has started the project.

SHRI P.V. NARASIMHA RAO : Sir, the six colleges in which Centres were started are : Jankidevi Maha Vidyalaya, Mata Sundari College, Jesus & Mary College, Maitreyi College, Daulatram College and Vivekanand College. The other colleges now included are I.P. College for Women and including the above six colleges there are 20 colleges. I can read out the names of all the 20 colleges. If the House has the time, I have the list.

MR. SPEAKER : Not necessary.

DR. PHULRENU GUHA : Sir, I have asked one question to which a reply has not come from the Minister. I want to know whether Delhi University has started this project.

SHRI P.V. NARASIMHA RAO : This is being done in individual colleges.

SHRI ANANDA GAJAPATHI RAJU : Mr. Speaker, Sir, three years ago, we had started a Women's University in Andhra Pradesh called Padmavathi University where we have introduced a lot of training and developmental courses and it is in consonance with the policy of starting training centres in the colleges. Would you kindly consider favourably extending



aid from the University Grants Commission and also make it an affiliating University. It is in consonance with all the policy that you are speaking about.

**SHRI P.V. NARASIMHA RAO :** When it comes to extending it beyond Delhi, we will certainly go into all these details. Naturally I would expect that colleges which are already doing something in this direction could come up for certain preferential treatment. But I cannot make any commitment right now.

#### **Compulsory Physical Education in Schools and Colleges**

\*171. **DR. SUDHIR ROY :** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether physical education is proposed to be made compulsory in schools and colleges; and

(b) whether Government propose to provide financial assistance to State educational institutions in this respect so as to enable them to appoint additional staff for sports and games ?

**THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) :** (a) "The curriculum for the ten year school—a f a n e work" prepared by NCERT envisages Physical Education as an integral part of general education. At the school stage, time for physical education and sports is provided throughout the country. The National Sports Policy, adopted in August, 1984 states that sports and physical education should be made an integral part of the curriculum as a regular subject in schools and a great deal of emphasis should be laid on participation in sports activities in Colleges/Universities. Copies of the Government Resolution have been circulated to State Governments for guidance and follow up action.

(b) There is no such scheme at present.

**DR. SUDHIR ROY :** I am happy that the Government is aware of the pro-

blem, but it will remain a pious platitude unless the Government provides adequate funds for the Scheme.

I would like to know whether the Government instead of spending hundreds of crores of rupees for the so-called model schools will extend financial assistance to all secondary schools of the country so that the scheme becomes a real one.

**SHRIMATI SUSHILA ROHATGI :** I am very happy that the hon. Member is happy. At the same time, if the suggestion is that the money which is being sanctioned is not being spent, in that case, I would like to tell the hon. Member that this policy adopted by us has really to be implemented by the State Governments. Therefore, I would rather ask him that he should emphasise the importance on the State Government so that the policy is carried out and implemented in right earnest.

**THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P.V. NARASIMHA RAO) :** Shall we come back to the question and confine our attention to the subject matter of the question ? I cannot answer, she cannot answer two-three questions in such a composite manner. We are on physical education ; let us talk of physical education.

**DR. SUDHIR ROY :** As you have raised the slogan 'Health for All in 2001 A.D.', should not the Government come forward with adequate funds so that the schools may implement the policy of compulsory sports and games ?

**SHRIMATI SUSHILA ROHATGI :** So far as the funding is concerned, it is the policy first and the funding next. And I think, in that direction we have been going right from the Second Plan itself. You might be happy to note that it is not only on the school stage or in the colleges, but about thirty Universities have also been selected by the University Grants Commission. One lakh of rupees has been allotted to each of these Universities. If there is any paucity of funds in any particular University, or any college, the hon. Member may kindly bring it to our notice. At the same time, I would request

him to take a little more interest and see that this policy which he has happily accepted is really implemented.

[*Translation*]

**SHRI JAI PRAKASH AGARWAL :** Physical education requires funds, but at the same time, it also needs playgrounds. Today, many schools are being run in tents. In some cases, the schools have only two classrooms in which 5 classes are held, some of them in the tree shade. I would like to know from the hon. Minister whether besides providing funds for the physical education, he would also provide space where physical education can be imparted ?

**SHRIMATI SUSHILA ROHATGI :** You have asked a very good question. We expect every State to keep it in view and let us know if they are short of land coverage of playgrounds. If State Governments extend their assistance in this endeavour, we on our part will also do whatever is possible.

**SHRI P.V. NARASIMHA RAO :** We are helpless to send space from here.

**MR. SPEAKER :** But, you can do one thing, Mr. Minister. Leave aside the old ones where you cannot help, but you can do it in new schools to be opened. One day, I said this thing and the newsman wrote that the hon. Speaker wants that the schools without playgrounds should be closed. I did not mean that. What I meant was that it should be made obligatory for the new schools to have playgrounds ; only then they should be given permission.

**SHRI P.V. NARASIMHA RAO :** Mr. Speaker, Sir, when we open new schools, we shall take you with us to get your blessings.

(*English*)

**SHRI BASUDEB ACHARIA :** May I know from the hon. Minister, how many such sports schools have been set up in our country and in which place ?

**SHRI P. KOLANDAIVELU :** How

many children will be given sports facility.

(*Interruptions*)

**SHRIMATI SUSHILA ROHATGI :** We are dealing with the physical education and the policy of sports. I can tell you about two schools of excellence that we have at the national level-Laxmibai College at Gwalior and the other at Patiala. Regarding the detailed number of the particular State, I suppose, that is not required at this stage.

(*Interruptions*)

**SHRI P.V. NARASIMHA RAO :** There is a little confusion here. The hon. Member is asking about sports. The question is about physical education. Now both are inter-linked, but at the moment both are being looked after by different Departments. So, we have not yet been able to integrate the activities of physical education in schools and colleges on the one hand and sports in and out of schools and colleges on the other hand. This is still in the process. But at this moment I would not be in a position to say anything about these sports schools. If he wants the information, I can certainly give him.

#### D.T.C. Losses

\*172. **SHRI MAHENDRA SINGH :** Will the Minister of TRANSPORT be pleased to state :

(a) whether the causes of increasing losses of the Delhi Transport Corporation year after year have been enquired into by Government ; and

(b) if so, the extent of loss due to pilferage, grounding of buses for want of repairs and spares and running of private buses under DTC operation while their own buses lie idle ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b) A Statement is given below.

#### Statement

(a) Yes, Sir.

(b) The extent of loss due to pilferage is assessed at Rs. 1.89 lakhs to end of December' 1985. There were 67 cases of buses awaiting repairs ranging from 7 days to 180 days during the year 1984-85 and these buses were detained either for Motor Vehicle Inspection, docking, overhauling or normal repairs/unit replacement. This has not, however, affected the fleet utilisation which is planned on the basis of 90% of the effective fleet.

The private operated buses are engaged under Kilometrage Scheme with a guaranteed 225 kms. per bus per day and the schedules for P.O. buses and DTC's own buses are drawn up separately. As per the contract with the Private Operators, the fleet utilisation in respect of private operated buses should be 100% whereas in actuality it has ranged from 85 to 89% only. In respect of DTC's Operation, the fleet utilisation of its own buses has been 87.33% in respect of City operations and 89.14% in respect of Interstate Operations which compares favourably with private operated buses.

**SHRI MAHENDRA SINGH :** I would like to know from the hon. Minister that other than the price hike, what are the preventive measures taken to eliminate reasons of loss due to theft, corruption, specially to stop collusion of private bus operators and DTC operators who allows, the DTC buses to lie idle so that the private buses can run? What is the guarantee that the losses will be wiped out due to this price hike?

**SHRI RAJESH PILOT:** Mr. Speaker, Sir, from the statement itself, the hon. Member can see that the utilisation of DTC buses ranges from 87% to 89.14% whereas in the case of private bus operators, it is 85% to 89%. Sir, I do agree with the hon. Member that we have to be strict and we have taken some measures, where pilferage could be stopped. I do not say in the House that there is no pilferage. But we have taken all necessary steps where we could find that this pilferage could be stopped, and it has come down due to these measures taken. We are serious about it. And the other step, which the hon. Member has mentioned is regarding the measures to increase the efficiency. We have taken measures to

increase the efficiency. And for the safety part of it, we have taken a stand that any driver who commits a fatal accident, we do not keep him in the organisation. We remove him with three months pay of service. It is a standing order that if he commits any fatal accident, then no mercy-no consideration. As far as the revenue is concerned, to see that every commuter pays his fare, we have the checking squads. We have got 16 checking squads in the DTC which are on the run for 24 hours till the DTC operations are there. The drivers are checked for their driving, conductors are checked for their behaviour and as far as the discipline is concerned, with the help of the Delhi Police, we have also taken some policemen in civil clothes. We ask them to make sure that the discipline in buses is maintained and some sort of social disease which was increasing in the DTC travel that also taken care of.

*(Interruptions)*

**SHRI MAHENDRA SINGH :** In the present price hike, you had tried to help low income groups-people of the resettlement colonies. But what about the people who are not living in the resettlement colonies and who have to change buses twice or thrice? They have to pay for going and coming back at least Rs. 5/- per day and their daily earning is Rs. 15/-. You can imagine the plight of those people who have to pay almost 30 per cent on the transport. So are you trying to give relief to those groups of people?

**SHRI RAJESH PILOT :** Mr. Speaker, Sir, as far as the resettlement colony is concerned, it is considered that they are one of our poor citizens-brother citizens. We want to help them. Regarding other categories, which you have mentioned, I do share the feelings of the Member in the one who earns Rs. 15/- per day. But as per the DTC fares are concerned, from 6 kms. to 16 kms, we are charging him Rs. 1/-. If he makes a monthly pass, he pays only 90 single fares. So, these facilities have been given. So the only problem which I think that the hon. Member is hinting at, is that, if one has to change three buses, then he has to pay Rs. 3/- at three intervals. This is what he is trying to suggest. We are taking care of it and we are coming out with some coloured tickets, where the changing of the buses will not

affect the commuters and they can travel 16 KM in one rupee.

**SHRI P. KOLANDAIVELU :** With regard to the Delhi Transport Corporation as soon as our Minister assumed office as the Minister of Surface Transport, he made personal checks in the Transport Corporation and he found out that some spurious material like lifebuoy soap, etc. were purchased by them. I want to know what action is taken so far by the Government of India with regard to spurious materials which have been purchased in bulk.

With regard to the maintenance of the Corporation buses, compared to the Tamilnadu buses, the maintenance is very poor. Even the bus bodies are poor compared to Tamilnadu. I would like to know whether any Committee has been formed for the purpose of looking after the maintenance and building of the bus-bodies.

**SHRI RAJESH PILOT :** The hon. member wanted to know about the spurious parts. It is a fact that in the month of October when I had gone to a depot, spurious articles like lifebuoy soap and other items were found. We have handed over the case to the CBI and the officials who were involved in purchasing such items were suspended, on the same day. Further action will be taken the moment CBI inquiry comes back and confirms the charges levelled. A Departmental Inquiry was also ordered. Regarding the maintenance of the buses in Madras and the DTC buses in Delhi, I would request the hon. member to travel with me in the DTC buses any day when he is free. Similarly, we can travel in the Madras buses also. Recently, about 15 to 20 days back I was in Madras.

**SHRI P. KOLANDAIVELU :** You might not have travelled in those buses !

**SHRI RAJESH PILOT :** Give me a chance to complete. I have heard a lot about the BEST and the Madras buses and I was very curious to see those buses. Frankly speaking, DTC is not inferior. I am not saying that this is so in all the routes, but majority of the buses are quite nicely maintained. I would not say that

we are superior to you. But certainly, we are not inferior to Madras.

**PROF. N.G. RANGA :** On several times, these bus drivers try to overtake each other. Sometimes two buses are trying to overtake each other and a third one also comes to compete with them. I generally walk from my residence in North Avenue to Parliament. Even in this area, which is so close to Parliament, it is very difficult to find my way when these bus drivers go on playing this kind of mischief.

**DR. G. S. RAJHANS :** Sir, is it a fact that one of the reasons for the DTC losses is the inflated medical bills and not the inflated prices ? If so, what action is the hon. Minister taking to overcome this problem ?

**SHRI RAJESH PILOT :** Mr. Speaker Sir, I must accept in the House that this scheme was misused in the DTC and I should not hide that. Roughly Rs. 12 crores were misused and there are no two opinions about it. A driver, whose pay is Rs. 1200, was claiming Rs. 30,000 to Rs. 35,000 per year. It is a shame to our nation that the character of the people has come to this. We have discontinued that scheme and cases against the doctors, chemists and other officials who were involved in this, have already been handed over to the CBI. After the CBI inquiry, we will take strict action against those people, who misused the scheme.

*[Translation]*

**MR. SPEAKER :** What a difference between the private and DTC operation !

*[English]*

**SHRI RAJESH PILOT :** The private operators hired by us have to ply a minimum of 225 KM. On an average, for the DTC it comes to roughly Rs. 5.20 and for the private buses it is about Rs. 3.26. DTC, provide for the conductor also, in the private buses. They do not provide for the conductors.

*[Translation]*

**MR. SPEAKER :** Is that the only difference ?

[English]

**SHRI RAJESH PILOT :** In a public sector unit, we have to maintain the establishment and we have to maintain the depots. We have to maintain workshops. Rs. 5.20 is not very high. Now let me reply to Prof. Ranga.

**PROF. N. G. RANGA :** Sir, somebody has overtaken my question.

**THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P.V. NARASIMHA RAO) :** Overtaking is a fact of life.

#### Cost Escalation of irrigation Projects

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\*174 **SHRI MOOL CHAND DAGA :**

**SHRI Y. S. MAHAJAN :**

Will the Minister of WATER RESOURCES be pleased to state :

(a) whether it is a fact that 156 major irrigation projects have over the years undergone a cost escalation of 562 per cent vis-a-vis the original estimates of Rs. 2156 crores ;

(b) if so, which are the major irrigation projects pending completion for long and reasons for delay ;

(c) whether any steps were taken in the past to study the reason for their slow completion ; if so, with what results ; and

(d) what action do Government contemplate to take to expedite their completion ?

**THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) :**

(a) to (d) Out of 181 major on-going projects, 108 approved projects spilled over into the 7th Plan and their cost is assessed as Rs. 16372 crores against the original estimated cost of Rs. 3481 crores.

The main reasons for delay in the completion of the 25 major irrigation projects taken up upto the end of Third Plan are proliferation of projects resulting in inadequate allocation of funds, difficulties

in land acquisition and shortage of scarce construction material.

The State Governments have been advised to allocate adequate funds for completion of on-going projects which are in advanced stage. The Planning Commission is also earmarking outlays for priority projects in consultation with the State Governments.

[Translation]

**SHRI MOOL CHAND DAGA :** Sir, the hon. Minister has read out from the written statement. My question was different and the reply given by him quit different. You kindly note the difference :

[English]

In part (b) of the question I had asked : “ “which are the major irrigation projects pending completion for long and reasons for delay;” Neither has he given a list as to which are those projects, nor has he said anything about it—when they started and when they are to be completed. He has not answered the question which I had put.

(Translation)

**MR. SPEAKER :** Now a question to you from me. Why has he done so only in your case ?

**SHRI MOOL CHAND DAGA :** This is all due to your kindness Sir, you give protection to those who give such type of replies.

I request you kindly to help me in getting a reply from the hon. Minister. This is what the Chairman has said :

[English]

“Mr. B. B. Vohra, Chairman, Advisory Board on Energy, who delivered the key note address, said 156 major irrigation projects in India have over the years undergone a cost escalation of 562 per cent.

Against the original estimates of Rs. 2,156 crores, they were now expected to cost Rs. 14,000 crores, and even then

canals and distributaries to take the water to the farms would not be ready, he said.

According to a study, it would take 175 years for Sarda Sahayaks to reach its full potential. Sreeram Sagar would take 140 years. Some would take 68 years and the KOSI 62 years, he said."

Even I have got the figures. What has he to say ?

[*Translation*]

I want to know the names of the projects, when they were started, what was their original cost, when they would be completed and what would be their actual cost ?

[*English*]

SHRI B. SHANKARANAND : I fully share the anxiety and concern of the hon. Member and the House; and I have given the numbers, right from the 1st Plan upto the 3rd Plan—i.e. from 1951-66 : projects which were taken up, and are still continuing in the 7th Plan. I have given the numbers. The delays are on account of various reasons. Basically, out of the 25 projects which I have mentioned in my main reply, the delays are on account of the State Governments, taking up large number of Projects and who have change in the scope of various projects. And when the scope is changed, design gets altered, construction schedule is changed, the implementation of the scheme is delayed. Then such things take place. These are the ways. We cannot help it.

MR. SPEAKER : The Question Hour is now over.

#### WRITTEN ANSWERS TO QUESTIONS

[*Translation*]

##### Setting up of National Yoga Institutes

\*166. DR. CHANDRA SHEKHAR TRIPATHI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government propose to set up National Yoga Institutes;

(b) if so, the total expenditure likely to be incurred thereon and the names of the places in the country where these are proposed to be set up;

(c) whether suggestions from States have also been invited in this regard; and

(d) if so, which States have made suggestions and what are those suggestions ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) to (d) There is no specific proposal at present before the Government for setting up National Yoga Institute but the feasibility of doing so is being examined through the SNIPES (Society for National Institute of Physical Education and Sports.)

[*English*]

##### Institutions with the Status of "Deemed to be Universities"

\*173 SYED SHAHABUDDIN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the names of institutions deemed to be universities in the country as on 1 January, 1986 with the dates of their establishment and the dates of their recognition as deemed universities;

(b) the courses taught by each;

(c) the total number of students on the roll for university level courses during 1985-86 academic year; and

(d) the reasons for granting separate deemed University status to these institutions rather than affiliating them to the existing universities ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) to (c) Statement-I giving the information is given below.

(d) The proposals of these institutions were considered by UGC, and on their advice the Government of India conferred on these institutions the status of institution deemed to be universities. The UGC has laid down guidelines for grant of the status of institution deemed-to-be university and statement-II showing these guidelines is given below.

## Statement—I

S. No.	Name of institution declared as deemed university.	Year of establishment	3	4	Year of declaration as deemed university	Courses of Study	Total enrolment
1.	Indian Agricultural Research Institute, Delhi.	1905	1958	1958	(i) M.Sc./Ph.D. (Agri. Economic, Agril. Engg., Agril. Extension, Agril. Phy. Agril. Statistics, Astronomy, Bio-Chem-Entomologu, Genetics, Horticulture, Micro-biology, Mycology & Plant Pathology, Nematology, Plant Physiology, Soil Sciences & Agril. Chemistry).	627*	6
2.	Indian Institute of Science, Bangalore.	1909	1958	1958	(ii) M. Sc. (Seed Sc. & Technology). (i) B.E. (Electrical Engg., Electro-Communication Engg. Automation & Metallurgy) (ii) M. Tech. in Physical Engineering. (iii) M.E./M.Sc. (Engg.) Electrical Engg., Electrical Communication Engg., Automation, Aerospace, Chem. Engg., Civil Engg., Metallurgy, High Voltage Engg., Mech. Engg., (iv) Ph.D. (App. Maths., Physics, Bio-Chemistry, Inorganic & Phy, Chem., Microbiology & Cell Biology.	1262*	

Molecular Bio-Physic, Organics Chem.,  
Solid State & Structural Chem.,  
Electrical Commn. Engg., Elec. Engg.,  
Automation, High Voltage Engg., Aeros  
Aerospace, Chem. Engg., Civil Engg.,  
Industrial Management, Mech. Engg.,  
Metallurgy).

3. Gurukul Kangri Vishwavidya- 1900 1962 333\*  
Iaya, Hardwar.
- (i) B.A./B.Sc.  
(ii) M.A. (Vedic, Sanskrit, Philosophy, An  
Ancient Indian History, Hindi, English,  
Psychology, Mathematics).
- (iii) M. Sc. (Maths. & Psychology).
4. Jamia Millia Islamia, 1920 1962  
New Delhi.
- (i) B.A.(Pass)/B.A. (Hon.)/B.Sc. (Pass)  
B.Sc. (Hons.)/B.Com (Hons)/B.F.A.  
M.F.A.
- (ii) B.Ed./M.Ed./and M.Phil/Ph.D. in  
Education and Dip. in Basic Training.
- (iii) M.A. (History, Urdu, Arabic, Persian,  
Islamic Studies, English, Hindi, Econ.,  
Pol. Sc., Sociology, Social Work). 2959@
- (iv) Ph.D. (Urdu, History, Islamic Studies,  
Sociology, Social Work, Psychology,  
Eco.)
- (v) B.E. (Civil), Dip. in Rural & Civil  
Engg., Certificate in Elect. Radio &  
T.V./Refrigeration and Air conditioning.
- (vi) Diploma/Cert. in Modern Arabic & Urdu.



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5. Gujarat Vidyapith, 1920 1963 (i) B.A.  
Ahmedabad (ii) B.Ed/M.Ed.  
(iii) M.A. (Gujarati), Hindi, Social Anthropology, Rural Economics, History, Social Work  
(iv) M. Phil (Gujarati, Hindi. Social Work, Rural Eco. & History). 537\*\*  
(v) Ph.D. (Gujarati, Hindi, Social Work, Rural Eco., History, Sanskrit & Indian Culture).
6. Birla Institute of 1964 1964 (i) M.A. (Hons.) in English & Humanities, Technology & Science, (ii) M.M.S. Pilani. (iii) M.Sc. (Hons.) Eco., Bio-Sciences, Chem. Maths. Phy).  
(iv) M. Pharmacy.  
(v) B.E./M.E. (Civil, Chem., Electrical/Electronics, Mech.). 2210\*\*  
(vi) M.Sc. (Tech.) (Comp. Sc. Instrumentation, Sc. and Tech., Develop, Museum Studies).

7. Tata Institute of Social Sciences, Bombay.
- 1936
- 1964
- (i) M.A. in Social Work with specialisation in Criminology and Correctional Admn., Family and Child Welfare, Medical & Psychiatric Social Work, Social Welfare Admn., Urban & Rural Community development & M.A. in Personal Management & Industrial Relations.
- (ii) M. Phil/Ph.D. in Social Work & Social Sciences. 278\*\*
- (iii) Certificate in personal Management & Industrial Relations and Hospital Administration.
- 1926
- 1967
8. Indian School of Mines, Dhanbad,
- (i) B. Tech. (Mining, Opencast. Mining Engg./Machinery, Petroleum Engg.)
- (ii) M.Sc. Tech. (Applied Geology. App. Geophy.) 687\*\*
- (iii) M. Tech. (Opencast Mining, Industrial Engg., & Management, Mineral Engg., Fuel Engg., Drilling Engg., Mining Machinery, Mine Planning & Design., Geophysical Instrumentation & Technique, Mining Geophysics. Engg., Geology, Mineral Exploration, Petroleum Explorating & Mining Engg.).
- (iv) M. Phil (App. Geo., App Maths., App. Phy., App. Chem. & App. Geophysics).
- (v) Advanced Diploma in Mine Surveying, Mining Electronics & Instrumentation,

1	2	3	4	5	6
9.	Central Institute of English and Foreign Languages, Hyderabad.	1958	1973	(i) M. Litt. (English, Arabic, French, German, Russian). (ii) Ph.D. (English, Arabic, French, German, Russian). (iii) Diploma/Certificate (English, Aerbic, French, German & Russian).	294*
10.	Gandhigram Rural Institute, Gandhigram, Madurai.	1956	1976	(i) B.A./B.Sc./B.Sc. (Hons.) (ii) M.A. (Rural Development, Cooperative Management, Rural Sociology and Pan-chayati Raj, Rural Eco. & Extension Edu., Communicative English). (iii) M.Sc. (App. Sc. for Rural Develop.), M.Sc. (Home Sc.) (iv) M. Phil (Gandhian thought & Peace Sc. Micro-level Planning). (v) Ph.D. in Rural Development & Extension. (vi) Diploma/Certificate in Sanitary Sc. & Agriculture.	661*
11.	School of Planning & Architecture, New Delhi.	1959	1979	(i) Bachelor Degree Course in Architecture, (ii) Master Degree in Urban & Regional Planning. (iii) Master Degree in Transport Planning (iv) Master Degree in Housing. (v) Master Degree in Landscape Architecture. (vi) Master Degree in Urban Design.	413*

- (viii) National Diploma in Architecture.
- (vii) Master Degree in Building Engineering and Management.
- (i) B.A./B.Sc./B.Com. 1981
- (ii) B.Ed./M.Ed. 1973
- (iii) M.A. (Hindi, Eng., Psychology, Music) 1981
- (iv) B.Sc. Engg., (Mech. Engg., Electrical Engg., Applied Sciences & Engineering Maths). 1164\*
12. Dayalbagh Educational Institute, Agra. 1972
- Shri Sathya Sai Institute of Higher Learning, Prasanthi, Nilayam, (Hyderabad) 1981
- (i) B.A./B.Sc./B.Com./B.Sc. (Home Sc.) 1972
- (ii) M.A. (History & Indian Culture, Philosophy, English Language & Literature, Telugu Lang. & Literature). 407\*
- (iii) M.Sc. (Physics, Chemistry, Mathematics & Bio-Sciences). 407\*
- (iv) M.Com. 407\*
- (v) Ph.D. (Arts) (History & Indian Culture). 407\*
- (vi) Ph.D. (Science) (Physics, Chem. & Bio Sciences). 407\*
13. Banasthali Vidyapith, Banasthali (Rajasthan). 1935
- (i) B.A./B.Sc./B.Sc. (Home. Sc.) 1935
- (ii) B.Ed./M.Ed./Ph.D. in Education. 854\*
- (iii) M.A. (Hindi, Sanskrit, English, Eco., Pol. Sc., Sociology, History, Drawing & Painting, Music). 854\*
- (iv) M.Sc. (Chemistry & Hom. Sc.). 854\*

1	2	3	4	5	6
				(v) Ph.D (Hindi, Sanskrit, Music.)	
				(vi) Dip. in Computer Sc./Textile Designing.	
15.	Indian Veterinary Research Institute, Izatnagar, (U.P.)	1889	1983	(i) Ph.D. (Veterinary Sc.).	174**
				(ii) Diploma/Certificate in Vet. Sc.	
16.	International Institute of Population Sciences, Bombay.	1956	1985	Certificate/Diploma/Ph.D. in Population Studies	55**
17.	Thaper Institute of Engineering & Technology, Patiala.	1955	1985	(i) B.E. (Civil Engg., Elect. Engg. including Industrial Engg. & Mech. Engg.).	226%
				(ii) M.C.A.	
				(iii) M.E. (Structural Engg. and other branches of Engg.).	
				(iv) Ph.D.	
				*During 1984-85	
				@During 1985-86	
				**During 1983-84	
				%During 1984.	

**Statement-II****University Grants Commission, Bahadurshah Zafar Marg, New Delhi-110002.**

Guidelines laid down by the Commission for considering proposals for declaring an institution as deemed to be University under Section 3 of the UGC Act.

1. Section 3 of the UGC Act provides for declaring an institution of higher education other than a university to be 'deemed to be University' and then such an institution is deemed as a University, the UGC Act applies to it, as a University within the meaning of Section 2 (f) of the Act.
2. This provision has been made in the Act to bring under the purview of the University Grants Commission institutions which for historical and other reasons are not universities and yet are doing work of a high standard in an academic field and at University level and that granting of the status of deemed to be a University would enable them to develop ideals belonging to the higher Education and Research.
3. Keeping in view the general concept of an institution to be deemed to be a University, the institution should generally aim at strengthening its activities in its field of specialisation rather than make efforts towards growing into multi-faculty university of the general type.
4. The type of institution that may be recognised as 'deemed to be University', should generally be :
  - (i) as institution, engaged in teaching and research in chosen fields of specialisation and it has maintained the highest academic standards,
  - (ii) in the fields of its specialisation, the institution has a very high standard, is making a distinct contribution to university educational system including innovative undergraduate programmes and significant extension activity and by bringing it under the UGC Act, the University system would be enriched,
  - (iii) the granting of a deemed University status would further enhance the development of the area of specialisation, teaching and research activities, in that institution, and
  - (iv) the institution has the necessary financial resources and viability and a management capable of contributing to university ideals and traditions.

**[Translation]****Disappearance of Indian Ships**

\*175 DR. A.K. PATEL : Will the Minister of TRANSPORT be pleased to state :

(a) The names of Indian ships that disappeared on their journey during the last three years alongwith the dates of their disappearance and the number of passengers/personnel on each ship and the number of passengers/crew saved and of those who are missing;

(b) the steps taken to search the missing persons and the outcome thereof; and

(c) the reasons for the disappearance of each ship ?

THE MINISTER OF TRANSPORT (SHRI BANSILAL) : (a) Two Indian ships M.V. Nitya Nanak and M.V. Nitya Ram have been missing in the Bay of Bengal since 21st June, 1985. Nitya Nanak had a crew of 23 and Nitya Ram had a crew of 21, all of whom are missing. There were no passengers on both ships.

(b) On receiving information that the vessels had not reached port, a massive search and rescue operation was carried out by aircrafts and ships of the Indian Navy and Coast Guard. However, no trace of the missing persons has been found.

(c) the reason for the disappearance of the two ships is not known. The statutory investigation under Section 361 of the Merchant Shipping Act and the criminal investigation by the C.B.I are yet to be completed.

[English]

#### Railway Projects in North Eastern Zone

\*176. SHRI BASUDEB ACHARIA : Will the Minister of TRANSPORT be pleased to state :

(a) the details of the seven railway projects sanctioned for the States in the North Eastern Zone including the amount sanctioned and target fixed for completion in respect of each;

(b) whether the progress in regard to completion of these projects has been according to targetted time schedule; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) A statement is given below. Completion of these projects will depend on the availability of resources in the coming years.

(b) & (c) The progress has been affected in some cases due to constraint of resources, and in others due to delay in handing over of requisite land by the State Governments concerned.

#### Statement

(Figures in crores of Rs.)

S. No.	Name of Project	Estimated cost	Outlay proposed for 1986-87
1	2	3	4
1.	Dharmanagar-Kumarghat new MG line (33 kms.)	29.59	4.00
2.	Balipara-Bhalukpong new MG line (35 kms)	9.97	1.00
3.	Silchar-Jiribam new MG line (49 kms)	25.31	3.00
4.	Lalabazar-Bhairabi new MG line (48 kms.)	27.17	3.00
5.	Amguri-Tuli new MG line (15 kms.)	5.83	0.0001
6.	Gauhati-Burnihat new BG line (27 kms.)	18.50	—
7.	Rail-cum-road bridge over river Brahmaputra at Jogighopa alongwith a BG line from Jogighopa to Gauhati 140 (kms.)	135.00 45.00 (Deposit)	1.00
Total		251.37 45.00 (Deposit)	12.0001

Note : Construction of Gauhati-Burnihat new line approved earlier has not been cleared by the Meghalaya State Government. It is, therefore, proposed not to take up this work for the present.

[Translation]

**Amravati-Narkhed Railway Line**

\*177. SHRIMATI USHA CHOUDHARI : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware that there has been a demand for many years for Amravati-Narkhed Railway line in Vidarbha area of Maharashtra; and

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

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir.

(b) It has not been possible to consider taking up this line in view of severe constraint of resources and heavy commitments already on hand.

[English]

**Katimaniwali (Kalyan) Railway Over-Bridge**

\*178. SHRI S.G. GHOLAP : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware that Railway over-bridge near Katimaniwali (Kalyan) is very old and narrow to meet the present demands of road traffic;

(b) whether there is any proposal to have a new one or to widen it; and

(c) if so, when it is likely to be implemented ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The existing road over bridge connecting Kalyan West and Katimaniwali village is 6 metres wide and is in sound condition.

(b) No, Sir.

(c) Does not arise.

**Seizure of Antiques of Mysore Palace by C.B.I.**

\*179. SHRI MANIK REDDY :

SHRI M. RAGHUMA REDDY :

Will the Minister of HUMAN RESO-

URCE DEVELOPMENT be pleased to state :

(a) whether Government's attention has been drawn to the news item which appeared in the "Current" dated 18 January, 1986 wherein it is stated that the Archaeological Survey of India is examining the genuineness of the priceless Antiques of the Mysore palace seized by the C.B.I. recently;

(b) whether the seized antiques are said to include 200 articles like panchloha idols, gold and silver coins of the era of Hyder Ali and Tipu Sultan;

(c) whether the rare paintings and other treasures of the Vijayanagar and persian kings and the East India Company and an Album of thirty-five precious photographs were also seized; and

(d) if so, the steps taken to expedite the investigation ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE . (SHRIMATI SUSHILA ROHATGI) : (a) Yes, Sir.

(b) Seized articles numbering 206 include panchaloha Idols, gold and silver coins of the era of Hyder Ali and Tipu Sultan;

(c) No paintings of Vijayanagara, Persian and East India Company are in the seized collection, but an album with 35 photographs taken in 1886 has also been seized.

(d) The concerned Government Agencies are taking steps to expedite the investigation.

**Communication and Landing System at Airports**

\*180. PROF. P.J. KURIEN : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that the communication and landing system at various airports in India including the international airports is not of international standards;



(b) if so, the facts thereof; and

(c) what steps are being taken to update these systems ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) No, Sir.

(b) and (c) Do not arise.

#### **Penganga Project in Maharashtra**

\*181. SHRI UTTAMRAO PATIL : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Penganga Project in Vidarbha (Maharashtra) has been cleared by the Union Government; and

(b) if so, by when the work on this project is likely to commence ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND): (a) & (b) The Central Water Commission has sent comments on the Lower Penganga Project in Vidarbha to the Government of Maharashtra for clarification. The State Government have proposed to take up this project in the VII Plan, and have provided Rs. 1 crore for the purpose.

[*Translation*]

#### **Improvement of National Highways in Bihar**

\*182 SHRI D.P. YADAVA : Will the Minister of TRANSPORT be pleased to state :

(a) whether Union Government have conducted any study to ascertain the deplorable condition of National Highways in Bihar;

(b) if so, the report of the study group;

(c) whether the Central Road Research Institute have also conducted any study in this regard and if so, the observations made therein; and

(d) the steps proposed to be taken to improve the condition of National Highways in Bihar on the basis of the studies made ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) No, Sir.

(b) The question does not arise.

(c) No, Sir.

(d) The improvement to road network is a continuous process. Works are identified jointly with the State Government officials based on traffic needs and included in the Annual Programmes keeping in view the availability of funds and interse priority of all such work on all India basis.

[*English*]

#### **Seminar on Air Safety**

\*183 SHRI K. RAMAMURTHY : Will the Minister of TRANSPORT be pleased to state :

(a) the principal recommendations made by the recent Seminar jointly sponsored by Air India and Indian Airlines, particularly with reference to airports and air safety; and

(b) the action proposed to be taken thereon ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) & (b) A Seminar on the subject of "Aviation at the Turn of the Century" was organised jointly by Air India and Indian Airlines to discuss various aspects of aviation industry like growth of air traffic, technological developments in aircrafts and engines, infrastructure development in terms of airports, navigation/communication equipment and other related matters. In the Seminar, several ideas were thrown up on the above subjects, including on Air Safety. The Seminar was not intended to make any specific recommendations. However, suggestions and ideas which emerged in the course of discussions were meant to assist in the formulation of long term policies and programmes in the field of aviation.

#### **Boards for Women's Welfare**

1548. SHRI MULLAPPALLY RAM-ACHANDRAN : Will the Minister of

**HUMAN RESOURCE DEVELOPMENT**  
be pleased to state :

(a) whether any board/body has been constituted to study the promotion of women's welfare; and

(b) if so, constitution of such boards and their functions ?

**THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA) :**

(a) No, Sir.

(b) The question does not arise.

**Nizam Hyderabad Jewellery**

1549. DR. B. L. SHAILESH :

PROF. NIRMALA KUMARI  
SHAKTAWAT :

SHRI K. PRADHANI :

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have decided to acquire the jewels of the last Nizam of Hyderabad;

(b) if so, the estimated cost thereof;

(c) whether any part of the Nizam's jewellery is likely to be thrown open to public auction; if so, worth what;

(d) whether any foreign buyers have come forth and whether they would pay in foreign exchange or in the Indian currency; and

(e) how and where these art pieces are likely to be preserved ?

**THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) :** (a) to (e) The question of acquisition of Nizam's jewellery is under examination.

**Promotion of Regional Languages**

1550. SHRIMATI JAYANTI PATNAIK : Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state :

(a) steps proposed for the promotion of various regional languages during the Seventh Plan; and

(b) the funds earmarked therefor?

**THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) :** (a) The development and promotion of regional languages is primarily the concern of the State Governments. However, the Government of India have been implementing a number of programmes for the promotion of modern Indian languages. Among others, these include the following :

(i) The Central Institute of Indian Languages, Mysore and its Regional Language Centres at Patiala, Solan, Bhubneswar, Mysore, Pune and Lucknow, set up by the Ministry of Human Resource Development, undertake training of teachers, socio-linguistic surveys, production of literature, correspondence courses for teaching of regional languages, research in linguistics etc.

(ii) The Ministry of Human Resource Development provides financial assistance to individuals and voluntary organisations for undertaking such activities as publication of books, organisation of conferences, symposia etc.

(iii) Under one of its schemes the Ministry purchases books written in modern Indian languages for free distribution to libraries and educational institutions.

(iv) The Ministry has provided financial assistance to fifteen participating States and four universities for preparation and production of university level books in Indian languages.

(v) The Sahitya Akademi and the National Book Trust implement

their programmes which promote regional languages. These include awards to creative writers, translation of books into languages, commissioning authors to write books on India and its culture, publication of books.

These programmes are being continued in the Seventh Five Year Plan with enhanced provisions.

(b) The allocation for the Seventh Five Year Plan approved by the Planning Commission for the programmes of the Ministry of Human Resource Development (Department of Education) in regard to the development and promotion of modern Indian languages is Rs. 764 lakhs. The allocations for the Seventh Five Year Plan in respect of Sahitya Akademi and National Book Trust are Rs. 425 lakhs and Rs. 675 lakhs respectively.

#### **Plan to Increase Capacity to Move More Goods**

1551. SHRI AJIT KUMAR SAHA : Will the Minister of TRANSPORT be pleased to state :

(a) how do the Railways plan to increase their capacity to move more goods in tonnes and per km; and

(b) the details of the plan contemplated ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) & (b) Railways propose to increase their capacity to move more goods traffic through replacement of over-aged assets, modernisation and technological upgradation, running of heavier freight trains of 4500-9000 tonnes, modernisation of traction with an electrification of 700 route Kms. per year, and through augmentation of line capacity and acquisition of about 20,000 wagons and 250 locomotives every year.

#### **Anti Erosion Project for Right Bank of Ganga**

1552. SHRI SANAT KUMAR MANDAL : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether any anti-erosion project for the right bank of the Ganga, downstream of Farakka Barrage has been prepared by the Ganga Flood Control Commission;

(b) if so, its broad outlines and its capital outlay; and

(c) how long will take to complete it?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) & (b) A scheme for anti-erosion measures for the right bank of the Ganga, downstream of Farakka Barrage has been finalised by the Ganga Flood Control Commission in consultation with the West Bengal Government at an estimated cost of Rs. 1163 lakhs. The scheme envisages taking up anti-erosion works on the right bank in Sankopara, Durgapur and Bajitpur mouzas. These works which are mainly of boulder revetment and launching apron in a vulnerable reach of 6.6 km. will also provide protection to the railway track and the National Highway.

(c) The scheme is currently pending with the Government of West Bengal for a decision on the sharing of cost and is yet to be approved. The date of completion would depend on the priority to be assigned to the scheme and allocation of funds therefor by the State Government, after its approval.

#### *[Translation]*

#### **Import of Passenger Coaches from Japan**

1553. SHRI C. JANGA REDDY : Will the Minister of TRANSPORT be pleased to state :

(a) whether some passenger coaches are being imported from Japan and if so the reasons therefor;

(b) whether these imported coaches are to meet the shortage of coaches in the country or whether this scheme is meant for testing and bringing about improvements in coaches manufactured in India; and

(c) the expenditure likely to be incurred on this scheme ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) A global tender has been floated to import 60 modern Coaches, on technology transfer terms. Offers that may be received from various countries, including Japan, will be considered on merit.

(b) The scheme is to acquire modern technology for coach design and manufacture to be adopted in the Rail Coach Factory at Kapurthala.

(c) Cost to be incurred on this scheme can be determined only after finalisation of the global tender.

[English]

**Rushikulya Command Area Development Scheme**

1554. SHRI SOMNATH RATH : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether it is a fact that Government of India sought information from the State Government of Orissa for the implementation of Rushikulya Command Area Development Scheme in Ganjam District, Orissa;

(b) whether Government have received the required information; if so, when the scheme is going to be implemented ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) (a) Yes, Sir,

(b) The information was received from the State Government on 20th February 1986 and is being processed for consideration by the Inter-Ministerial Committee set up for inclusion of projects in the Centrally Sponsored Command Area Development Programme:

**Development of Railway Stations on South Eastern Railway**

1555. SHRI HANNAN MOLLAH : Will the Minister of TRANSPORT be pleased to state :

(a) the schemes proposed in the current year for the development of Deulti, Ghoraghata, Begnan, Kulguchia, Bir Shibpur, Uluberia, Fuleswar, Chengail, Barria and Nalpur Railway Stations in the South Eastern Railway;

(b) which of them are on-going projects and what are the new programmes; and

(c) whether the suggestions of local people have been considered to provide necessary amenities ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) & (b) Following developmental schemes are in progress :—

Name of station	On-going schemes in current year	New programme in current year
1	2	3
Deulti	1. Hand tubewell on passenger platform 2. Extension of platform shed.	—
Ghoraghata	RCC bench and Cover Over Platform.	One tubewell.
Bagnan	Platform Cover	Train Indication Board.
Kulguchia	Platform Cover	—
Bir Shibpur	—	One tubewell.
Uluberia	1. Platform Cover.	Train Indication Board.

1	2	3
	2. One hand tubewell.	
	3. Separate booking Office.	
	4. Electrically Operated Master & Smith Clock.	
Phuleswar	—	—
Chengel	One hand tubewell on Island platform.	—
Bauria	—	—
Nalpur	—	—

(c) Suggestions of local people have been taken into account within the availability of funds.

#### Eradication of Leprosy

1556. SHRI ZAINAL ABEDIN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state the details of programme for eradication of leprosy during Seventh Five Year Plan ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : To achieve the objective of arresting the disease actively in 60 per cent of the know Leprosy cases by the end of the Seventh Plan, the following measures are envisaged :—

- (i) To take up Multi Drug Treatment 76 hyper endemic districts with prevalence rate of 10 or above per 1000 population;
- (ii) To create infrastructure in 125 moderately endemic districts with prevalence rate of 5 to 9.9 per 1000 population;
- (iii) To establish 50 Sample survey-cum-Assessment Units to strengthen monitoring and evaluation of programme activity at peripheral level;
- (iv) To intensify health education activities to promote case detection and treatment.

- (v) To set up Leprosy Rehabilitation and Promotion Units (LRPU) for economic and social rehabilitation of cured, leprosy patients to promote self-reliance.

#### Conversion of Manmad-Aurangabad Line from Metre Gauge to Broad Gauge

1557. SHRI R.N. YADAV : Will the Minister of TRANSPORT be pleased to state :

- (a) what is the progress of the project for conversion of Manmad-Aurangabad line from meter gauge to broad gauge;
- (b) when it is likely to be completed; and
- (c) when will the conversion work start on the remaining section of the project from Aurangabad-Parbhani-Purle ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) (a) 34%.

(b) & (c) Completion of Manmad-Aurangabad conversion and taking up of work on remaining section will depend on availability of resources in the coming years.

**Doubling of Jullunader-Mukerian-  
Pathankot-Jammu Railway Line**

1558. PROF. NARAIN CHAND PARASHAR : Will the Minister of TRANSPORT be pleased to state :

(a) whether the project for the doubling of Jullandher-Mukerian-Pathankot-Jammu railway line has since been sanctioned and taken up for construction;

(b) if so, estimated cost and the dates of sanction and commencement of the work; and

(c) if not, the likely dates by which the project would be sanctioned and taken up?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir.

(b) Does not arise.

(c) An Engineering-cum-Traffic Survey for doubling of this section has been taken up. The question of taking up the work will be considered after completion of survey.

**Installation of Smoke Metres in  
DTC Buses**

1559. SHRI R.M. BHOYE : Will the Minister of TRANSPORT be pleased to state whether there is any proposal to install smoke metres in all DTC buses plying in the Capital to check air pollution due to emission of smoke, before the buses are taken out of the depots ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : No smoke metres have been developed in the country which can be fixed to buses. However, arrangements have been made by DTC to check emission of smoke before the buses are sent on line. For this purpose DTC has provided one smoke meter to each of its Units. All buses leaving the depot for operation are checked visually by the skilled staff twice a day, and periodical checks of buses are made with the help of smoke meter to avoid human errors.

**Eradication of Filariasis**

1560. DR. T. KALPANA DEVI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether filariasis is caused by poor environmental conditions of sanitation and if so, corrective steps taken/proposed;

(b) whether any biological control through larvivorous fish has been undertaken and if so, with what success; and

(c) what is the contribution of India's medical R. & D. for control, eradication and treatment of filariasis ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (c) In India filariasis is often caused by poor environmental conditions. To control filariasis, anti-larval measures in urban areas are being undertaken which includes application of larvicides in the polluted water and minor engineering measures to reduce the mosquito breeding sources. Larvivorous fish are being deployed in the breeding sources wherever possible.

**Facilities to Passengers Availing  
L.T.C.**

1561. SHRI ANANTA PRASAD SETHI : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that steep rise in passenger traffic resulting from those entitled to avail of leave travel concessions (LTC) taking to rail travel in large numbers during the current year has given a boost to earnings of the Railways during the current financial year; and

(b) if so, the facilities extended by the Railway authorities to these employees ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) & (b) Separate statistics for passengers availing Leave Travel Concession are not maintained by the Railways. Therefore, it is not possible to make any assessment regarding

his. The facility of Leave Travel Concession is extended to the Central Government employees for visiting their home towns once in a block of two years, and other places once in a block of four years. Such employees purchase journey tickets on cash payment like any other passenger. The Railways do not allow any element of concession in fares or any special facilities to them and the reimbursement to these passengers is made by their respective Departments/Ministries.

#### **Survey of Ambaguda-Lanjigarh Road Rail Link**

1562. SHRI JAGANNATH PATTANAIK : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any proposal to conduct a feasibility survey for construction of Ambaguda-Lanjigarh Road Rail Link during the Seventh Plan; and

(b) if not, whether Government propose to take up construction of this rail link taking into consideration the socio-economic backwardness of this tribal area which is full of mineral resources ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) There is no such proposal at present.

(b) In view of severe constraint of resources and heavy commitments in hand, it is not possible to consider this proposal for the present.

#### **Replacement of Wooden and Steel Sleepers by Concrete Ones**

1563. SHRI CHINTAMANI JENA : Will the Minister of TRANSPORT be pleased to refer to the reply given to Unstarred Question No. 1666 on 28 November 1985 regarding replacement of wooden sleepers by concrete sleepers and state the expenditure involved in replacing the existing wooden and steel sleepers by concrete ones ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : The initial cost of concrete sleepers is about 6% lower than that of wooden sleepers. Service

life of concrete sleepers is about 4 times that of wooden sleepers. As and when due replacement on condition basis and to the extent feasible, these are being replaced by concrete sleepers.

Steel sleepers are not being replaced by concrete sleepers.

#### **Express Trains From Tirupati to Bombay and New Delhi**

1564. SHRI C. SAMBU : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware that there is no direct train facility from Tirupati to either Bombay or Delhi causing great inconvenience to the passenger traffic as well as transportation;

(b) if so, whether there is any proposal under consideration to start express trains from Tirupati to Bombay and New Delhi so as to ease the traffic on other trains from Madras-Bombay and Madras-New Delhi in South Central Railway Division; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) It is a fact that there are no such direct trains.

(b) No, Sir.

(c) Does not arise.

#### **Emphasis on Girls Education**

1565. SHRI P.R. KUMARAMANGALAM : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether education of children with emphasis on girls education will be taken on a war footing under the Seventh Plan and if so, details of the Action Programme worked out; and

(b) whether non-Government agencies will be fully involved in this gigantic national task and if so details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) & (b) In view of the fact that girls education is lagging behind that of boys, Govt. has been trying for increased effort both under the formal and non-formal education Sectors to increase girls' enrolment. It has been decided by the Govt. of India to make education of girls free in classes IX to XII. It is already free upto class VIII in most of the country. In the non-formal education Sector, 9 educationally backward States, namely, Andhra Pradesh, Assam, Bihar, Jammu & Kashmir, Madhya Pradesh, Orissa, Rajasthan, Uttar Pradesh and West Bengal are being given 90% assistance for opening non-formal education centres exclusively for girls. In addition various state govts. are implementing incentive programmes like free supply of uniforms, free text-books, mid-day meals etc. to various degrees and the effort is to increase the coverage of these schemes. Govt of India welcomes the effort of non-govt. agencies in formal and non-formal sectors as as it supplements the effort of the govt. in this large and important field. Non-Govt. agencies are encouraged to open non-formal education centres in these backward States and are given 100% financial assistance for this purpose.

#### Late Arrival of Delhi Flight at Trivandrum

1566. SHRI G.M. BANATWALLA : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that on a number of days the flight from Delhi arrives late at Traivandrum and cannot land at Cochin because Cochin has no night landing facilities;

(b) if so, the exact position in this respect;

(c) what steps are contemplated to avoid the above situation; and

(d) whether the flight service to Trivandrum will be shifted to morning hours ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b)

Indian Airlines flight. IC 467/468 operating on Delhi-Dabolim-Cochin-Trivandrum and back was delayed on 17 occasions during the current year. The flight IC 468 operating Trivandrum-Cochin-Dabolim-Delhi overflew Cochin only on three occasions. On two of these three occasions the passengers from Cochin bound for Goa and Delhi were picked up by IC 467 to be routed through Trivandrum.

(c) and (d) Flight IC-467 departs Delhi at 1005 hours for Goa-Cochin-Trivandrum. The aircraft before operating this flight operates one more flight in the morning. Due to acute shortage of capacity at present, Indian Airlines is not in a position to operate IC-467 earlier than the present timings.

#### Construction of Over Bridges by Railways in Kerala.

1567. SHRI SURESH KURUP : Will the Minister of TRANSPORT be pleased to state :

(a) whether any over-bridges are proposed to be constructed by the Indian Railways in Kerala during the Seventh Plan period ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) & (b) In the State of Kerala construction of the following road over bridges in replacement of level crossings is already sanctioned :—

- (i) Road under bridge at km. 753/6-7 on Thavakara Road at Cannanore.
- (ii) Road over bridge at km. 608/4-5 near Kuttipuram.
- (iii) Road over bridge at km. 664/1-2 on Francis Road at Calicut.
- (iv) Road over bridge at km. 3/1-2 near Vallatholnagar.

The proposals for road over bridges are finalised on year to year basis depending on priorities given by State Government, needs of rail road traffic and availability of funds.



**Indo-Mauritius Joint Shipping Ventures**

1568. SHRI K.S. RAO : Will the Minister of TRANSPORT be pleased to state :

(a) the reasons for delay in setting up the joint shipping venture with Mauritius;

(b) the details of the plan worked out & agreed to with Mauritius so far, for the setting up of the joint shipping venture;

(c) the original target date for the setting up of the joint venture and when it is likely to become operational; and

(d) whether it is a fact that trade with Mauritius is declining because of non-availability of proper shipping service ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) & (b) Agreement has been reached with the Government of Mauritius on many issues including the following :

- (1) The share capital of the Joint Shipping Venture will be contributed by the two sides on 50:50 basis.
- (2) The Chairman & Managing Director of the Joint Shipping Venture would be respective nominees of the two shareholders and these posts would be rotated on a three year tenure basis.
- (3) The Board of Joint Shipping Venture will be constituted by four Directors nominated by each party.
- (4) The price of the ships to be transferred to the Joint Shipping Venture will be US \$ 2.444444 million per ship.
- (5) The Joint Shipping Venture will be incorporated in Mauritius.

However, on certain aspects relating to availability of cargo and the number of vessels to be transferred to the Joint Shipping Venture, negotiations have still to be concluded.

(c) No target date had been fixed with regard to the setting up of the joint venture.

(d) No, Sir.

**Supply of Medicines to CGHS Beneficiaries by Kendriya Bhandar**

1569. SHRI KAMLA PRASAD SINGH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to refer to the reply given to Unstarred Question Nos. 4665 and 4810 on 19 December, 1985 and state :

(a) whether Kendriya Bhandar is proposed to be asked to take over the responsibility of making available medicines to Central Government Health Scheme beneficiaries by suitably amending the Government policy as Kendriya Bhandar has also been entrusted with the job of making available all items of local purchase of stationery and other items; and

(b) if not, reasons thereof ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) No Sir.

(b) All medicines included in the CGHS formulary are procured through Medical Store Organisation. However, in case of non-availability of any specific medicines in CGHS dispensaries, the same are procured through M/s Super Bazar and supplied to the beneficiaries and this system is working satisfactorily.

**Development of Underground Water Resources**

1570. DR. G.S. RAJHANS : Will the Minister of WATER RESOURCES be pleased to state :

(a) Whether the Government of India have any programme or plan for the development of underground water resources during the Seventh Plan period; and

(b) if so, what are the details of the programme in different States ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND): (a) & (b) The Central Ground Water Board is undertaking hydrogeological surveys, exploratory drilling and re-appraisal surveys for evaluation of the ground water resources of the country. The Board is also assisting States in the preparation of ground water development schemes.

During the VII Plan, it is proposed to cover an area of 12.55 lakh sq. kms. under hydrogeological surveys besides drilling of about 4000 exploratory boreholes.

**Plan for Sharing of Ganga, Cauvery and Narmada Waters**

1571. SHRI BANWARI LAL PUROHIT: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the concerned State Governments have submitted plans regarding sharing of water of Ganga, Cauvery and Narmada among themselves;

(b) if so, what are the names of the States that have submitted the plans;

(c) whether the plans have been discussed by the Central Government with the concerned States; and

(d) if so, what are the details thereof?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND): (a) to (d) The concerned State Governments have not submitted any plans for sharing of waters in respect of the Ganga and the Cauvery basins. The Narmada waters have already been allocated to the basin States by the Narmada Water Disputes Tribunal.

**Central Schools in Bangalore**

1572. SHRI V. S. KRISHNA IYER: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) number of Central Schools in Bangalore City;

(b) whether it is a fact that there is great demand for Central Schools in Bangalore City since a large number of Central Government Offices are located at Bangalore;

(c) whether there is any Central School in the Southern part of the Bangalore City; and

(d) if not, whether Government propose to open a Central School in Southern part of the Bangalore City particularly in Jayanagar area?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI): (a) to (d) At present there are 10 Kendriya Vidyalayas (Central Schools) in Bangalore. However, there is no Kendriya Vidyalaya in South Bangalore. There is a demand to open more Kendriya Vidyalayas in Bangalore. A proposal to open a Kendriya Vidyalaya at Jayanagar is under consideration of the Kendriya Vidyalaya Sangathan. It is being explored by the Sangathan whether the required physical facilities would be made available there by the sponsoring authorities.

**Community Polytechnics in Kerala**

1573. SHRI VAKKOM PURUSHOTHAMAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether any Polytechnics in Kerala have been recognised as Community Polytechnics and if so, details thereof; and

(b) the amount given to Kerala Government for the development of these Polytechnics?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI): (a) & (b) A Statement is given below.

**Statement****Statement Regarding Community Polytechnics in Kerala**

The scheme of community polytechnics was instituted during 1978-79 at selected diploma level institutions to interact with the environment and act as focal points to promote transfer of technology to the rural areas. Initially, 35 Polytechnics were selected under the scheme and designated as 'Community Polytechnics'. Subsequently, one more institution was added. Out of these thirty-six institutions, three polytechnics viz. (i) S.N. Polytechnic, Kanhangad; (ii) Government Polytechnic, Perintalmanna; and (iii) Thiagarajar Polytechnic, Algappanagar, are from the State of Kerala.

For the implementation of the scheme, the necessary financial assistance is provided by the Central Government, on 100% basis, directly to the concerned polytechnics and not through the respective State Governments. During the years 1984-85 and 1985-86, the scheme of community polytechnics has been further expanded. Out of the sixty one new institutions covered under the scheme during 1985-86, three more institutions from the State of Kerala have been selected. Thus, in all, there are, at present, six community polytechnics in the State of Kerala. The amount of grants so far released or being released by the Central Government to these institutions are as given below :—

S. No.	Name of Institution	Amount of grant released/being released	Remarks
1	2	3	4
(Rs. in lakhs)			
<b>A-Institutions Selected during 1978-79</b>			
1.	S.N. Polytechnic, Kanhangad	9.25	Grants already released.
2.	Government Polytechnic, Perintalmanna	6.00	
3.	Thiagarajar Polytechnic, Algappanagar	3.75	
<b>B-Institutions Selected during 1985-86</b>			
4.	Sri Rama Polytechnic, Valpad	6.25	Grants in the process of being released,
5.	NSS Polytechnic, Pandalam	6.25	
6.	Carmel Polytechnic, Alleppey	6.25	

**Indira Gandhi International Airport Terminal Complex**

1574. SHRI BHATTAM SRIRAMA MURTY :

SHRI BRAJAMOHAN MOHANTY :

Will the Minister of TRANSPORT be pleased to state :

(a) whether all the defects noticed in the construction of the new Indira Gandhi International Airport Building by the Minister of State for Civil Aviation some time back have since been rectified;

(b) if so, when it is proposed to make the new Airport operational;

(c) whether any enquiry has been conducted and responsibility fixed for the faulty design and construction of the Building leading to consequent delay in its completion;

(d) if so, action taken against the guilty officials; and

(e) what is the amount of cost escalation on account of the delay in implementation of the project ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Most of the defects have since been rectified. Rectification work on a few remaining items is in progress.

(b) The new terminal will be made operational in May, 1986.

(c) & (d) Action has been taken against the top management of the International Airports Authority of India Member (Operations) who was acting as Chairman has been relieved of this additional charge. The services of Member (Engineering) who was supervising the project have been terminated.

(e) The increase in cost attributable exclusively to the time over-run is not precisely quantifiable.

#### Dam on Subarnarekha

1575. SHRI NARAYAN CHOU-BEY : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether it is a fact that the State Government of West Bengal have moved for completion of a dam on the river Subarnarekha in Midnapur District at Bhasraghat in West Bengal for irrigation

(b) if so, when did the State Government make this move;

(c) whether the proposal is still lying with the Planning Commission for approval; and

(d) if so, reasons for delay and when the Planning Commission is expected to give its clearance ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (d) The Government of West Bengal sent the Project Report on Subarnarekha Barrage Project to Central Water Commission in 1981 for techno-economic clearance and acceptance of the Planning Commission. The Project has been referred back to the State Government to furnish their plans for protecting the command area from the flood spills of the Subarnarekha River. The State Government's replies are under examination in the Central Water Commission.

#### SC/ST Officers on Board of Directors of Air India

1576. SHRI K.D. SULTANPURI : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any member belonging to Scheduled Caste or Scheduled Tribe on the Board of Directors of Air India;

(b) if not, the reasons therefor;

(c) what is the criteria for nomination of members on the Board of Directors of Air India; and

(d) whether Government propose to include atleast two members belonging to Scheduled Caste and Scheduled Tribe on its Board of Directors ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) No, Sir.

(b), (c) and (d) There is no mandatory provision for the appointment of Directors belonging to Scheduled Caste/Scheduled Tribe on the Board of Directors of Air India. Most of the Directors on the Board are ex-officio Government Directors. There are only two Non-official Directors of whom one belongs to a minority community and the other is an eminent industrialist and expert in the field of aviation. The term of the present Board expires on 22nd July, 1986. The possibility of nominating a representative from Scheduled Caste/Scheduled Tribe in the next Board of Directors of Air India will be examined.

**Centre's Intervention for Cauvery  
Water From Karnataka to Tamil  
Nadu**

1577. SHRI BALASAHEB VIKHE  
PATIL :

SHRI KAMLA PRASAD  
SINGH :

Will the Minister of WATER RE-  
SOURCES be pleased to state :

(a) whether it is a fact that the State Government of Tamil Nadu have sought Central Government's intervention to get the Cauvery water from Karnataka in order to save crops in Thanjavur Delta of Tamil Nadu; and

(b) if so, Government's reaction thereto and steps taken or proposed to be taken by Government in this regard so that the farmers of each concerned State are not put to any disadvantageous position?

THE MINISTER OF WATER RE-  
SOURCES (SHRI B. SHANKARA-  
NAND) : (a) & (b) The Government of Tamilnadu have been requesting the Central Government from time to time to persuade the Government of Karnataka to release additional waters from their storages on the Cauvery. With the efforts made by the Central Government, 5 TMC were released by Karnataka in each of the months of August, September and December, 1985 and 2.5 TMC in February, 1986.

**Flood Control Measures**

1578. SHRI SHARAD DIGHE :  
SHRI HARIHAR SOREN :

Will the Minister of WATER RE-  
SOURCES be pleased to state :

(a) considering the past experience of damage done every year by the annual floods in different parts of the country, what urgent steps Government propose to take to reduce the severity of at least next year's floods ;

(b) how much funds are provided in

the Seventh Plan for flood control projects and what is the percentage of outlay to total plan investment ; and

(c) whether Government propose to transfer the subject of flood control from State List to the Union List in the Constitution of India by proposing a suitable amendment, in view of the fact that the States have failed during the last three decades and a half to meet effectively the continuous growing challenge of flood control ?

THE MINISTER OF WATER RE-  
SOURCES (SHRI B. SHANKARA-  
NAND) : (a) For reducing the severity of flood damages, in future, the State Governments are taking up various structural measures like construction of embankments, drainage channels, bank protection works and storage reservoirs. The Central Government would continue to take measures for flood forecasting and warning on the various inter-State flood prone rivers from 145 stations established. Besides, the Centre is also persuading the States to enact suitable legislation for flood plain zoning to reduce the severity of damages and for undertaking various disaster preparedness measures before the on-set of monsoons.

(b) The outlay approved for flood control sector in the Seventh Plan is Rs. 947.39 crores which works out to about 0.53% of the total plan investment.

(c) No such proposal is under consideration at present.

**Proposed Changes in the film Censorship  
Policy**

1579. SHRI SODE RAMAIAH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether any changes are being proposed in the film censor policy ;

(b) if so, what are the proposed changes ; and

(c) whether the Censor Board is going to be reconstituted to give effect to new directives and policy of film censorship?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) No, Sir.

(b) Does not arise.

(c) There are a few vacancies of members of the Central Board of Film Certification. Action is being taken to fill these vacancies.

**Multi-Crore Mismanagement in INTACH Cultural Programmes.**

1580. DR. G. VIJAYA RAMA RAO: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether attention of Government has been drawn to the disclosures on multi-crore mismanagement and misuse of funds in Indian National Trust for Art and Cultural Heritage's Cultural Programmes ; and

(b) if so, the correct position and remedial steps taken/proposed ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) No, Sir. An article commenting on the functioning of Indian National Trust for Art and Cultural Heritage, a registered Society, appeared in the January 15, 1986 issue of the *ON LOOKER*. It does not mention any specific case of mis-management & misuse of funds.

(b) Does not arise.

**Construction of Tamluk-Digha Railway Line**

1581. SHRI SATYAGOPAL MISRA: Will the Minister of TRANSPORT be pleased to state :

(a) whether is it a fact that Government propose to complete the construction of the Tamluk-Digha Railway line during the Seventh Plan period ;

(b) if so, the details thereof ; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c) The project has not been cleared by the Planning Commission and it is proposed to refer it to them again.

[*Translation*]

**Capital Contribution to Madhya Pradesh State Road Transport Corporation**

1582. SHRI DILEEP SINGH BHURIA : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Madhya Pradesh State Road Transport Corporation has submitted a proposal to Government for providing a capital contribution of Rs. 5 crores for 1986-87 ; and

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

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) & (b) No proposal has been received as yet by the Department. During the preliminary discussions held in Planning Commission, the Madhya Pradesh State Road Transport Corporation had assumed that the contribution of the State Government of Madhya Pradesh, to the Corporation, during 1986-87 annual plan period, would be of the order of Rs. 10 crores.

The State Government in its Plan for 1986-87 has, for the Corporation's activities, provided for an outlay of Rs. 8.92 crores, of which Rs. 8.55 crores were assessed as from the internal resources of the Corporation and the balance as the State Government's capital contribution. The Central Government's capital contribution to the State Road Transport Corporation at present is 50% of that of the State Government.

[*English*]

**New Railway Projects with Prospects of Appropriate Return**

1583. SHRI DIGVIJAY SINH : Will the Minister of TRANSPORT be

pleased to refer to the reply given to Unstarred Question No. 2594 dated 11 April, 1985 regarding conversion of Dharangadhra-Kuda and new broad gauge line Kheraghada-Jhinjhuwada and state :

(a) whether the Railways would give priority to implement such new projects where the recovery of the investment is assured by the Ministry of Industry ; and

(b) if so, whether the Ministry of Transport and the Ministry of Industries propose to jointly work out the modalities of such investments ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) For projects prima-facie needed for Railways, the Railways undertake surveys to determine cost estimates and financial implications. Preference is given to taking up of projects, which are assessed to be financially remunerative, depending on availability of resources which are under severe strain at present. For other projects, the users or the Department concerned can get the rail sidings constructed, with the approval of Railways, as a Deposit Work at their cost and also bear the recurring maintainance and operating costs.

(b) Does not arise.

#### Special Coaches Manufactured in Integral Coach Factory

1584. DR. K. G. ADIYODI : Will the Minister of TRANSPORT be pleased to state what are the special features of the coaches manufactured in Integral Coach Factory during the last year and where are these special coaches put in use with numbers during 1985-86 (ending December, 1985) ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : The coaches manufactured by ICF are light weight integral type and anti-telescopic coaches. Normally, ICF makes second class general, second class sleeper, EMU (Electrical Multiple units) and AC coaches as per the normal Production Programme.

During April, 1985 to December, 1985 ICF manufactured 622 coaches. During this period ICF has also made special coaches viz, Metro, Double Decker and A.C. Chair Car. These coaches have been delivered to the following railways :

Type of Spl. coaches	No.	Allottee Railway
Metro coaches	8	Calcutta Metro
Double Decker	12	Western
A.C. Chair Car	5	Northern
A.C. Chair Car	1	Central

#### Irregularities in Purchase of Soap by D.T.C.

1585. PROF. Y.S. MAHAJAN : Will the Minister of TRANSPORT be pleased to state :

(a) whether there have been gross irregularities in the purchase of soap worth Rs. 6 crores by the Delhi Transport Corporation ;

(b) if so, the details thereof ; and

(c) the action taken or proposed to be taken against erring officials of the Delhi Transport Corporation ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) :

(a) & (b) The value of soap purchased by DTC annually is Rs. 6 lakhs and not Rs. 6 crores. During a surprise check of Stores at one of the DTC depots, it was suspected that the soap stocked in Depots Stores was not upto the normal standard and consequently all the stocks in that depot were seized for further investigation. A complaint was also lodged with the Director, C.B.I. Investigations by the CBI are still in progress.

(c) Eleven officials of the Stores/Depots have been placed under suspension, pending detailed investigations.

**DTC Buses Damaged on 10-2-1986**

1586. SHRI B.V. DESAI :

SHRI BANWARI LAL PU-  
ROHIT :

SHRI HARISH RAWAT :

SHRI C. MADHAV REDDI:

SHRIMATI GEETA MUKH-  
ERJEE :

Will the Minister of TRANSPORT be pleased to state :

(a) whether a number of DTC buses were damaged on 10 February, 1986;

(b) if so, the total number thereof including private buses under DTC operation; and

(c) the estimated loss to DTC as a result thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Yes, Sir.

(b) & (c) 339 buses of the D. T. C. were damaged during BANDH agitation on 10-2-1986. No records are available to show as to how many private buses under DTC operation were damaged on this day. The estimate for getting the buses repaired works out to roughly Rs. 3,72,900/- as per provisional DTC estimates.

[Translation]

**Conversion of Varanasi-Bhatni and Mau-Indara Line**

1587. SHRI RAJ KUMAR RAI : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that the work of conversion of Varanasi-Bhatni line will be completed during Seventh Five Year Plan;

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

(c) the time by which the work regarding conversion of Mau-Indara line will be completed ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Its completion will depend on availability of resources in the coming years.

(b) Present progress of the works is 24%.

(c) It is a part of the Varanasi-Bhatni conversion project and will be completed alongwith the conversion of Varanasi-Bhatni section, depending on availability of resources.

[English]

**Measures to Control Cigarettee Smoking**

1588. SHRI R. P. DAS : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government are aware of the fact that cigarette use along is responsible for 2.5 million world-wide death each year according to Washington based World Watch Institute;

(b) what steps have been taken to make the smokers realise the dire consequences of cigarette smoking; and

(c) whether Government propose either banishment of tobacco or restriction on manufacture of cigarette and its use in public places ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) Yes, Sir.

(b) & (c) The Government has taken the following steps to discourage smoking in general :

(i) Health education publicity on the hazards of smoking have been undertaken through mass media channels.



- (ii) The cigarette manufactures are required to display on every cigarette packet/advertisement/hoarding the statutory warning "Cigarette smoking is injurious to health."
- (iii) It has also been decided that A.I.R. and Doordarshan would not accept any advertisements which encourage smoking.

Apart from the statutory warning on Cigarette packets and advertisements, most of the State Governments have promulgated laws prohibiting smoking in closed areas like cinemas, buses, educational institutions, hospitals etc. An action plan to intensify the health education in this area and to bring about a fall in the consumption pattern of tobacco products is under consideration with other associated Ministries.

*[Translation]*

**Manmad-Malegaon-Dhule-Nardana (Lami Wahalu) Railway Line**

1589. SHRI S. S. BHOYE : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have any proposal to construct Manmad-Malegaon-Dhule-Nardana (Lami Wahalu) railway line;

(b) if so, the details thereof and the time by which Government propose to start work thereon;

(c) whether Government have made any provision in the Seventh Plan in this regard; and

(d) if not, the action proposed to be taken by Government in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No Sir.

(b), (c) & (d) Do not arise.

*(English)*

**Training of Doctors for Diagnosis of AIDS**

1590. SHRI YASHWANTRAO GAD-AKH PATIL : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether any arrangements have been made for specialised training of doctors for early diagnosis of AIDS; and

(b) if so, the details thereof ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) & (b) Presently, India is having expertise and facilities for early diagnosis of AIDS. So far as specialised training of doctors is concerned two scientists from National Institute of Virology, Pune and Christian Medical College, Vellore are being deputed by Indian Council of Medical Research to National Institute of Health, Bethesda Maryland, U.S.A and CDC, Atlanta, U.S.A. to obtain specialised training for confirmatory tests i.e immunoblot, immunofluorescence and HTLV-III isolations.

**Inter-State Issues over Rajghat Project**

1591. SHRI PRATAP BHANU SHARMA : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether inter-State issues of Rajghat project are lying unsettled between Madhya Pradesh and Uttar Pradesh;

(b) whether Government of India are aware of these issues if so, what effective steps have been taken by Central Government to settle these issues;

(c) whether it is a fact that the work on the above project has been slowed down for want of adequate funds; and

(d) if so, whether Government are contemplating to provide adequate aid or loan for early completion of this project ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) & (b) There are some differences between Uttar Pradesh & Madhya Pradesh in regard to the implementation of the Rajghat Dam Project. The Central Government has been trying to settle the inter-State issues and facilitate the implementation of the project. The Executive Committee of the Betwa River Board is actively engaged in resolving the issues with the assistance of the Central Water Commission.

(c) Yes, Sir.

(d) No, Sir. The requisite outlays for this project are proposed to be earmarked in the Annual Plans of Madhya Pradesh and Uttar Pradesh.

#### Payment of "Ghost Money" in Ports

1592. PROF. K. V. THOMAS : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have received any complaint regarding payment of "ghost money" in port; and

(b) if so, the remedial steps proposed ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) & (b) Reports of payment of Ghost Money, also called Speed Money to the cargo handling workers by stevedores or the agents of shipowners, in order to have loading/unloading work on the vessels completed at a faster rate, have been received in some of the ports such as Cochin, Calcutta, Bombay, New Mangalore and Visakhapatnam. The Cochin Port Trust launched during September, 1984 a drive against the practice of payment of Ghost Money, as a result of which it was reported that the payment of Ghost Money was substantially reduced.

2. The Calcutta Port Trust also launched an anti-corruption drive with the name "Operation Jyoti" covering among others system of payment of Ghost Money, from

the third week of July, 1985 and as a result of this, payment of Speed Money was reported to have been substantially curbed at Calcutta. During the Annual Conference of Chairmen of Major Port Trusts held on 12.8.85, it was suggested that all ports should share the experience of Cochin and Calcutta Ports and take similar steps with suitable modifications to suit their local conditions to combat the mal-practice of payment of Ghost Money at their ports. The detailed notes prepared by Cochin and Calcutta Port Trusts regarding steps taken to eliminate payment of Ghost Money have been circulated to the Major Port Trusts for necessary action. Thus, port authorities have been asked to keep a vigil in the matter.

[Translation]

#### Submergence of Land in Bastar District Due to Construction of Inchampalli Dam

1593. SHRI MANKURAM SODI : Will the Minister of WATER RESOURCES be pleased to state :

(a) the area of Bastar district in Madhya Pradesh likely to be submerged due to the construction of Inchampalli Dam at a place where the borders of three States Maharashtra, Madhya Pradesh and Andhra Pradesh meet and the area of the reserved forest land and that of the farmers, separately to be affected thereby; and

(b) whether it is a fact that mineral rich area like Kordam near Bhopal Patnam is also going to be submerged and if so, the details of such area ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) & (b) The detailed project report on the Joint Inchampalli multipurpose project has not been received in the Central Water Commission from the State Governments concerned. Hence the information sought is not available.

#### Incentives for Family Planning

1594. PROF. CHANDRA BHANU DEVI : Will the Minister of HEALTH

AND FAMILY WELFARE be pleased to state :

(a) the details of the new incentives proposed to be given by Government during 1986-87 to make family planning devices more effective; and

(b) the expenditure likely to be incurred thereon ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) & (b) No new incentive schemes for 1986-87 have been finalised.

[English]

#### **Ticketless Travel on Indian Railways**

1595. SHRI AJOY BISWAS : Will the Minister of TRANSPORT be pleased to state :

(a) whether Railways have conducted any survey to find out the extent of ticketless travel on Indian Railways;

(b) if so, when and the findings thereof; and

(c) the remedial measures suggested to curb ticketless travelling ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir.

(b) The last survey conducted during 1982-83 showed that the incidence of ticketless travel on the Indian Railways in respect of suburban passengers was 0.19% and in respect of non-suburban was 1.79%. The estimated loss on this account was about Rs. 21 Crores.

(c) The Survey did not go into the remedial measures. However, ticket checking efforts were intensified and the number of cases detected and the railway dues realised registered an appreciable increase from 34.07 lakh cases and Rs. 608.38 lakh respectively in 1982-83 to 43.70 lakh cases and Rs. 884.35 lakh respectively in 1984-85.

#### **Steps to Eradicate Leprosy Amongst Children**

1596. SHRI E. AYYAPU REDDY : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the steps taken to prevent and cure the incidence of leprosy amongst children;

(b) whether any steps have been taken to provide a thorough check up in the primary educational institutions; and

(c) the steps taken to educate the public about the actual facts relating to leprosy ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) & (b) Survey of School Children and family contacts of cases is undertaken under the Programme for early detection and treatment of cases among children. Some of the states have initiated comprehensive school health programmes involving thorough check-up of all primary school children for all diseases including Leprosy.

(c) Adequate health education measures have been taken to provide education to masses about leprosy, its curability and remove Social stigma. All available channels of communications are used for giving due publicity to the programme.

#### **Constitution of Tribunal to Settle River Water Dispute Between Haryana and Punjab**

1597. SHRI RAMASHRAY PRASAD SINGH : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Government have constituted a tribunal to decide the river water dispute between Punjab and Haryana; and

(b) if so, the details thereof ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAD) : (a)&(b) In pursuance of the Punjab

Memorandum of Settlement the Central Government has constituted the Ravi and Beas Waters Tribunal on 25.1.1986 with Shri Justice V. Balakrishna Eradi, a Judge of the Supreme Court, as the presiding officer and has referred the following matters to it for verification and adjudication :—

- (1) The farmers of Punjab, Haryana and Rajasthan will continue to get water not less than what they were using from the Ravi-Beas system as on 1.7.1985. Waters used for consumptive purposes will also remain unaffected. Quantum of usage claimed shall be verified by the Tribunal.
- (2) The claim of Punjab and Haryana regarding the shares in their remaining waters will be adjudicated by the Tribunal.

The Tribunal has been asked to submit its report within a period of six months.

#### Amount Spent on Advertisements by Air India and Indian Airlines

1598. SHRI V. S. VIJAYARAGHAVAN : Will the Minister of TRANSPORT be pleased to state :

(a) whether any decision has been taken by the management of Air India and Indian Airlines to cut down drastically expenditure on advertisements and other modes of publicity;

(b) if so, the details thereof and the savings effected on that count; and

(c) how do the savings on this count compare with those of 1984 ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Yes, Sir.

(b) and (c) In spite of escalation in advertisement rates, an effort has been made to restrict the expenditure on advertisements and other modes of publicity in Indian Airlines and Air India. The amount spent on advertising and that figure as a percentage of the total operating revenue is indicated below :

#### Advertising Expenditure

(Rs. in lakhs)

Year	Air India		Indian Airlines	
	Amount	Expressed as % of Operating Revenue	Amount	Expressed as % of Operating Revenue
1983-84	305.24	0.4%	60.97	0.11%
1984-85	405.29	0.5%	57.88	0.09%
1985-86	121.47 (till Sept. '85)	0.3%	52.56 (till Dec. '85)	0.10%

#### Steps to Encourage Naturopathy

1599. SHRIMATI PRABHAWATI GUPTA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the steps taken/proposed to be taken to encourage naturopathy; and

(b) the amount sanctioned in the Seventh Five Year Plan therefor ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR): (a) Besides extending financial assistance to Naturopathy institutions for conducting research in the field of Naturopathy and imparting training, the Government have decided to set-up National Institute of Naturopathy at Pune.

(b) A provision of Rupees seventy lakhs (Plan) has been made for the Central Council for Research in Yoga and Naturopathy (this includes provision for development of Yoga and Naturopathy). In addition, a provision of Rupees one hundred lakhs has been made for the development of National Institute of Naturopathy during the Seventh Five Year Plan.

**Allocation and Achievements Regarding Development and Maintenance of National Highways**

1600. SHRI MOHD. MAHFOOZ ALI KHAN: Will the Minister of TRANSPORT be pleased to state:

(a) the actual amount made available for the development and maintenance of National Highways as against the requirement during the Sixth Plan period and the reasons for the shortfall in allocation of funds, if any;

(b) the extent of gap between the achievement and the estimated target;

(c) the extent to which the demand in allocation of funds is anticipated to rise during the Seventh Plan period for the development and maintenance of the National Highways in view of Government's decision to do away with the quota system in the issue of national transport permits; and

(d) the manner in which Government propose to raise the internal resources for the purpose?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) & (b) Against the proposed outlay of Rs.

935.00 crores in the Sixth Five-Year Plan, an amount of Rs. 660.00 crores was approved for the development of National Highways. In addition for maintenance a sum of Rs. 271.75 crores was released against the requirement of Rs. 360.86 crores. The shortfall is due to financial constraints.

(c) Due to liberalisation of National Transport Permits, no appreciable rise in traffic is expected and hence there would be no rise in demand allocation of funds in the Seventh Plan on this account.

(d) Does not arise.

**Prior Sanction of Medical Council for Setting up a Medical College**

1501. SHRIMATI KISHORI SINHA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether any State has opposed the idea of amending the Medical Council Act to make it mandatory to obtain prior sanction of the Council before setting up a medical college;

(b) whether there are any private medical colleges still awaiting recognition of their courses by the Council; and

(c) if so, the details thereof?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) (a) No. Sir.

(b) Yes, Sir.

- (c) 1. Sidhartha Medical College, Vijayawada.  
2. Dar-Us-Salem Education Trust, Dar-Us-Salem, Hyderabad.  
3. Christian Medical College, Hyderabad.  
4. Medical College, Trichur.  
5. Sri Ramchandra College of Health Sciences, Porur, Madras.

6. Salem Medical College, Salem.
7. P.S.G. Institute of Medical Sciences, P.S. Govindaswamy Naidu and Sons' Charities, Peelamedu Coimbatore.
8. Medical College, Annamalai.
9. Rural Medical College, Leni.
10. Kirshan Institute of Medical Sciences, Karad (Dist. Satara).
11. Amarawati Medical College, Amarawati.
12. J.S.S. Medical College, Mysore.
13. Sri Adichunchanegiri Medical College, Javarahalli, Vellur, Mandya District.
14. M.S. Ramaiah Medical College, Bangalore.
15. Dr. Ambedkar Medical College, Bangalore.
16. Kampagowda Institute of Medical Sciences, Bangalore.
17. Al-Ameen Medical College, Bijapur.

**Seminar on "Asian Authors and Copyright Law"**

1602. SHRIMATI GEETA MUKHERJEE : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government's attention has been drawn to views expressed in regard to amendments to copyright law at the two-day seminar on "Asian Authors and Copyright Law" held in Delhi in the last week of January, 1986;

(b) If so, the details thereof; and

(c) Government's reaction thereto ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION & CULTURE (SHRIMATI SUSHILA ROHATGI) (a) Yes, Sir,

(b) The Seminar's recommendation, in this regard, is to call on the Government of India to amend the Copyright Act, 1957 to ensure to authors and composers of literary and musical works which have been incorporated in the sound track of any film the right to authorise the public performance of those work though the medium of film or exploitation in any other medium.

(c) The recommendation has to be examined in the context of the right of other concerned interests.

**Vayudoot Service between Hyderabad and Ramagundam**

1603. SHRI G. BHOOPATHY : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any proposal to introduce Vayudoot Service between Hyderabad and Ramagundam in Andhra Pradesh; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) No, Sir.

(b) Does not arise.

**Steps to educate public in prevention of Guinea-worms through TV/Air**

1604. DR. CHINTA MOHAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether public education is a vital ingredient in prevention of guinea-worm and if so, steps taken in that direction through TV/AIR specially in endemic areas such as Andhra Pradesh;

(b) whether addition of traces of potash to water is being done anywhere to kill cyclops;

(c) whether Barbel fish has been introduced anywhere to kill cyclops; and

(d) whether "perchloron" is being used routinely to destroy the worms ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) Yes, all possible measures to educate the public have been taken in the States. The endemic States have also been requested to prepare suitable Radio messages for broadcasting from the A.I.R. centres.

(b) No, Sir.

(c) Barbal fish (*Barbus puckerli*) was used in the 1930s. in few villages in Karnataka. Use of fish under Guinea-worm Eradication Programme has been considered operationally feasible.

(d) Perchloron was used in 1984 by some of the endemic States principally Rajasthan. Since 1985 a cheaper and more effective alternative chemical namely temephos 50% EC at one ppm doses is being applied to step wells to kill cyclops.

[*Translation*]

#### Stoppages of Superfast Trains at Gwalior

1605. SHRI KAMMODILAL JATAV : Will the Minister of Transport be pleased to state :

(a) the number of Superfast trains going to Bombay and Madras from Delhi daily;

(b) the number of such trains which do not stop at Gwalior station.

(c) whether Government propose to provide stoppage of these Superfast trains at Gwalior station which at present do not stop there; and

(d) whether Government propose to start a new Superfast train direct to Calcutta from Gwalior ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) From New Delhi there are four superfast trains

for Bombay and two for Madras. Of these, one train to Madras runs only on 4 days a week, one train to Bombay runs 5 days a week and another on 2 days a week.

(b) Of the above, only Madras bound superfast trains pass via Gwalior. Tamilnadu Express which runs 4 days a week does not stop at Gwalior.

(c) Not at present.

(d) There is no such proposal at present.

(*English*)

#### Diesel engines for South Central Railway

1607. SHRI V. TULSI RAM : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is a proposal under the consideration of Government to introduce diesel traction on the South Central Railway, where it has not yet been introduced so far;

(b) if so, the chordspareas to be covered particularly in Andhra Pradesh; and

(c) if so, the time by which this system is expected to be introduced ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Practically all Mail Express trains and through Goods services on South Central Railway are either on Diesel or Electric traction. There is no immediate prospect of further large scale dieselisation of main line and branch line passenger services.

(b) and (c) Some passenger services in Vijaywada may be dieselised after the availability of new diesel locomotives.

#### External assistance for projects in Kerala

1608. SHRI T. BASHEER : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether the State Government of Kerala has submitted some projects for

external assistance for approval of Union Government;

(b) if so, the details thereof; and

(c) what steps have been taken in this regard ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) Yes, Sir.

(b) The proposal received from the State Government of Kerala consists of Minor Irrigation Schemes including schemes involving lift irrigation in 5 districts of Kerala. The total cost of the schemes has been indicated as Rs. 22.69 crores and the benefitted area is about 12,500 ha.

(c) The proposal has been received recently and is under scrutiny.

### Coastal Railway in Kerala

1609. PROF. P. J. KURIEN : Will the Minister of TRANSPORT be pleased to state :

(a) the total amount spent so far on the coastal railway in Kerala and its original outlay;

(b) to what extent the cost has escalated;

(c) what percentage of work has been completed so far; and

(d) by what time it will be completed ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c) The particulars are as under :—

(Figures in crores of Rs.)

S. No.	New line	Original cost	Revised cost	Exp. upto 3/85	Out lay for 85-86	Progress%
1.	Ernakulam Alleppey	15.06	35.00	14.66	2.00	45
2.	Alleppey-Kayankulam	1.11	20.00	0.62	0.0001	1

(d) Completion of these projects will depend upon availability of resources in the coming years.

(Translation)

### Shortage of Doctors in P.H. Cs and Allopathic Dispensaries

1610. SHRI HARISH RAWAT : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the number of doctors in the Primary Health Centres and allopathic dispensaries in various States is less than their fixed strength; and

(b) if so, the shortage in this regard

and the advice and assistance Government propose to give to States to meet it ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) & (b) Out of 30437 sanctioned posts of doctors at Primary Health Centres and Allopathic dispensaries in rural areas only 3405 posts (11.2%) are vacant. The States have been advised to take effective steps to fill up the vacant posts under a time bound programme and review the position regularly. The States/Union Territories have been advised to provide incentives to attract doctors to serve in rural areas. In this regard the 8th Finance Commission on the suggestions of Ministry of Health and Family Welfare has provided special funds to the States



for providing the following incentives to doctors serving in rural areas :

- (i) A rural allowance equal to 25% of the basic pay subject to a maximum of Rs. 250/- per month for the doctors serving in the Primary Health Centres; and
- (ii) House rent allowance at the rate of Rs. 150/- per month where the doctors are not provided residential accommodation.

In addition, the Finance Commission has made special provision of Rs. 53.52 crores for construction of residential quarters for the doctors. The hilly areas have been provided 30% 'Mark up' in the cost of construction.

*English*

**Grants to Research Centres by Indian Council of Social Science Research**

1611. SHRI VIRDHI CHANDER JAIN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether it is a fact that the Indian Council of Social Science Research is a funds granting body to various research centres and institutes in the country;

(b) if so, the criteria of giving funds to such institutions;

(c) details of the funds giving to various centres and institutions individually during the years 1983 to 1985; and

(d) details of achievement of such centres during the last three years ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) to (d) Under its scheme of grants to research institutions, the Indian Council of Social Science Research gives grants to institutions doing research in the field of social sciences satisfying the following criteria :—

1. It should be of an all-India character;
2. it should normally have been in existence for a period of not less than five years;
3. it should not be eligible for assistance from the University Grants Commission;
4. it should be registered under the Societies Registration Act, or as a public trust, or created by an Act of State Legislature; and
5. it should be adjudged by the Council to be a research institution of excellence.

Information regarding grants given to 20 such research institutions during the last three years is given in the statement I below. Details of main achievements of these institutions is given in the statement-II below,

**Statement-I**

**Grants Released to Research Institutes/Centres during 1983-85**

Sl. No.	Name of the Centre/Institute	1982-83	1983-84	1984-85
1	2	3	4	5
(Rupees in Lakhs)				
1.	Institute for Social & Economic Change, Bangalore.	8.31	9.76	10.66
2.	Centre for Development Studies Trivandrum.	10.50	9.10	15.60

1	2	3	4	5
3.	Gandhian Institute of Studies, Varanasi.	5.49	6.00	6.63
4.	Centre for Studies in Social Sciences, Calcutta.	7.20	8.20	9.50
5.	ANS Institute of Social Studies, Patna.	7.40	8.24	8.50
6.	Institute of Public Enterprise, Hyderabad.	2.50	2.80	10.00
7.	Institute of Economic Growth, Delhi.	8.30	15.35	14.84
8.	Centre for the Study of Developing Societies, Delhi.	7.21	8.30	9.51
9.	Centre for Social Studies, Surat.	3.62	5.05	5.08
10.	Madras Institute of Development Studies, Madras.	4.10	5.30	7.95
11.	Indian Institute of Education, Pune.	3.42	3.10	4.15
12.	Giri Institute of Development Studies, Lucknow.	16.00	41.25	17.75
13.	Centre for Policy Research, New Delhi.	3.08	3.44	6.70
14.	Sardar Patel Institute of Economic & Social Research, Ahmedabad.	5.60	7.60	8.50
15.	G.B. Pant Social Science Institute, Allahabad.	3.15	4.35	5.35
16.	Council for Social Development, Hyderabad	2.00	2.19	2.35
17.	Institute of Development Studies, Jaipur	1.75	2.25	3.47
18.	Centre for Regional Ecological & Science Studies in Development, Calcutta.	—	—	2.00
19.	Centre for Research in Rural & Industrial Development, Chandigarh.	—	—	9.00
20.	Centre for Women's Development Studies, Delhi.	—	—	2.00
Total		101.63	142.20	159.54

**Statement-II**

Note indicating the achievements of the Research Institutions receiving grants from the Indian Council of Social Science Research

The research institutes have made significant contribution to expanding and extending research base and capabilities in social sciences in India particularly in those areas where social science research is not well-developed. By undertaking problem oriented, studies, the institutes have generated substantial empirical knowledge about the Indian economy and society and its dynamics. Such research has resulted in the collection, computation and analysis of enormous amount of data required for assisting the programme for economic development and social change. The Institutes have also undertaken studies on the developmental problems of the State in which they are located with a view to assisting the formulation of strategies and programmes for promoting development. The studies include a wide spectrum of subjects related to agriculture and rural development, industrial structure and growth, income distribution and poverty, employment and wages, inter-regional differences in levels of development, problems of weaker sections of society, implication of development process social tensions and process of nation building and issues relating to education, health, nutrition, population policy, energy technology and environment etc.

Other major activities of the Institutes relate to the training of college teachers, young social scientists and functionaries of the State and Central Governments involved in formulation and implementation of various development programmes. The Institute have also M. Phil and Ph. D programmes. They disseminate the research studies in the form of published books, monographs, working papers and research papers in various journals. They also undertake translation and production of social science literature in the regional languages as well as building of social science documentation of research in regional languages. Besides, the faculty of these institutes are represented on various committees, commissions and policy

making bodies of the Central and State Governments.

**Construction of overbridge on Railway line in Sonepat**

1612. SHRI CHIRANJI LAL SHARMA : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is great need for construction of an over-bridge on Railway line in Sonepat near Hindu College;

(b) if so, whether Government propose to take up this work; and

(c) if not, the reasons thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) & (b) The proposal to construct road over bridge in replacement of level crossing No. 27 near Hindu College at Sonepat was not found feasible due to heavily built up commercial area in the surroundings. The alternative proposal for construction of a road over bridge in replacement of level crossing No. 26-B at the Delhi end of Sonepat station is being investigated jointly with the State Government.

(c) Does not arise.

**Boeing service between Bombay-Baroda-Bombay**

1613. SHRI RANJIT SINGH GAEKWAD : Will the Minister of TRANSPORT be pleased to state :

(a) whether due to limited seating capacity of Avro aircraft running between Bombay-Baroda-Bombay at present a large number of passengers are wait-listed on this flight; and

(b) if so, whether Government will consider to shift over to a Boeing aircraft instead of 'Avro' on this morning flight to accommodate more passengers ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) No Sir

The average number of passengers per flight, on the Bombay-Baroda-Bombay route, during the period August, 1985-January, 1986 was considerably less than the capacity provided.

(b) Does not arise.

[*Translation*]

#### Water Scarcity in Gujarat

1614. SHRIMATI PATEL RAMABEN RAMJIBHAI MAVANI : Will the the Minister of WATER RESOURCES be pleased to state :

(a) whether Government have received representations and memoranda from Government of Gujarat, Members of Parliament and various organisations to the effect that there is acute water shortage due to drought in different parts of Gujarat and that the Union Government should take up Narmada and other schemes on war-footing or should give adequate assistance so that the water problem in the State could be solved; and

(b) if so, the details in regard thereto and the nature and extent of assistance promised to be given by the Union Government ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) & (b) No such representation has been received from the Government of Gujarat. However, letters have been received from some Members of Parliament and also certain organisations and social workers on the subject. Government of Gujarat has been building various major, medium and minor irrigation projects in the State for conserving water resources

for irrigation and other purposes. The State Government has also taken up the Sardar Sarovar Project on the Narmada River. The Government of India has included this project under World Bank assistance who have agreed to provide a credit assistance of \$ 450 million.

[*English*]

#### Treatment and Rehabilitation of Lepers in Madhya Pradesh

1615. KUMARI PUSHPA DEVI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have made any assessment of the number of lepers living in different parts of Madhya Pradesh.

(b) if so, their number and the areas where these lepers are mostly concentrated; and

(c) the schemes prepared for their treatment and rehabilitation ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) According to the estimates made in 1981, a total of 1.20 lakhs of leprosy cases existed in Madhya Pradesh ;

(b) The overall prevalence rate of leprosy in Madhya Pradesh is estimated at 2.30 per thousand population. The prevalence rate of individual districts is as under :

Prevalence rate		Name of Districts
1	2	3
(i)	Over 10 per 1000 population.	One district (Raigarh)
(ii)	Between 5 and 9.9 per 1000 population .	16 Districts. (Raipur, Rewa, Datia Durg, Bilaspur, Barwani, Dhar,

1

2

3

Bastar, Chhatarpur,  
Rajnandgaon, Gwalior, Ratlam,  
Chhinwara, Bhind, Khandwa and  
Shahdol.

(iii) Less than 5  
per thousand  
population.

Remaining 28  
districts.

(c) Under National Leprosy Eradication Programme, following Units have been set up for case detection, treatment and Rehabilitation of Leprosy patients in Madhya Pradesh :—

(i)	Leprosy Control Units	—	11
(ii)	Urban Leprosy Centres	—	27
(iii)	Survey, Education and Treatment Centres	—	451
(iv)	District Leprosy Units	—	11
(v)	Temporary Hospital Wards	—	6
(vi)	Reconstructive Surgery Units.	—	2
(vii)	Leprosy Rehabilitation and Promotion Units.	—	2

Plans are also being finalised to take up following Districts under Multi-drug treatment in a phased manner under DANIDA assistance.

- (i) Drug
- (ii) Rajnandgaon
- (iii) Raipur
- (iv) Bilaspur

[Translation]

**Causes of mental retardation**

1616. DR. C. S. VERMA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) Government's interpretation of mental retardation and whether Government have ever reviewed it ;

(b) what are the main causes of mental retardation ; and

(c) the steps taken to solve this problem ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a), (b) & (c) As per the World Health Organisation definition, mental retardation is due to arrested or incomplete growth of mind below the age of 18 due to genetic or acquired reasons. Dr. B. Sankaran, the then Director General of Health Services had set up a group of experts in various discipline in 1979 which conducted a survey in the field of mentally handicapped in India. The main programme for solving the problems of mentally retarded persons aims at their rehabilitation for which the Ministry of Welfare is taking a number of steps.

[English]

**Telephone facilities in Planes**

1617. SHRI RADHAKANTA DIGAL: Will the Minister of TRANSPORT be pleased to state :

(a) whether some countries have provided phone facilities in the planes ; and

(b) if so, whether efforts are proposed to be made to provide such facilities in planes in our country ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Yes, Sir.

(b) There is no proposal to provide such facilities at present.

**Spread of Measles, Cholera and Small Pox in Capital**

1618. PROF. NIRMALA KUMARI SHAKTAWAT : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government are aware that measles, cholera and small pox have struck a number of people in the Capital ;

(b) if so, the reasons thereof ; and

(c) what measures are taken to prevent these diseases ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a), (b) & (c) There is global eradication of small pox. Number of deaths reported due to measles during 1983, 1984 and 1985 (upto November, 1985) from Delhi is 54, 63 & 144 respectively.

Number of death reported due to cholera in 1984 & 1985 from Delhi is 3 and 9 respectively.

The incidence of measles and cholera is seasonal.

**Central University at Barak Valley of Assam**

1619. SHRI SUDARSAN DAS : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have received representations for setting up of a Central University at Barak Valley (comprising Karimganj and Cachar District) of Assam;

(a) if so, the details thereof ; and

(c) reaction of Government thereto ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) and (b) A large number of representations have been received from the residents of Cachar region demanding a Central University in the Barak Valley region on the plea that the region, which has a population of 25 lakhs, is quite distinct from the rest of Assam in respect of language, race, culture, ethnic origin, etc.

(c) The Central Government has announced the establishment of a Central University in Assam. Some preliminary discussions have been held to ascertain the State Government's views on the nature of the University, its location and the extent of facilities that can be provided. The State Government has appointed a Committee to recommend a site for the location of the University. The recommendations of the State Government are awaited.

**Train Derailments**

1620. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of TRANSPORT be pleased to state :

(a) the number of cases of train derailments reported since January, 1985 ; and

(b) whether enquiries have been made into the cases in each case ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) During the period from January, 1985 to January 1986, 685 derailments occurred on Indian Railways.

(b) Enquiries have been done in 671 cases, and balance are under finalisation.

#### **Nutritional Status of Children and Women**

1621. SHRI N. DENNIS : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether there is any proposal under the consideration of Government to take up specific time bound actions to bring about sustained and durable improvements in the nutritional status of children and women ;

(b) whether it is a fact that the growth status of urban slum children of today is worse than that of the poorest children in the country some years ago ; and

(c) whether the noted medical scientist C. Gopalan has made some suggestions in this regard and if so, the details thereof and the reaction thereon ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA):

(a) The Government have taken up several programmes such as the Supplementary Nutrition Programme, Integrated Child Development Services Scheme, Maternal and Child Care Services, Prophylaxis against Nutritional Anaemia, National Goitre Control Programme, Balwadi Nutrition Programme, distribution of food grains at subsidised price to weaker sections etc. to bring about improvements in the nutritional status of children and women.

(b) No, Sir.

(c) Dr. Gopalan has made several suggestions on various occasions : nutrition education, especially regarding the superiority of breastfeeding over commercial infant foods ; employment generation ; subsidised foods for nursing mothers ; promoting the use of supplements other than commercial infant foods; improving the outreach of health, water supply and sanitation, etc. These elements are included in programmes like Integrated Child Development Services, National Rural Employ-

ment programme/Rural landless Employment and Guarantee Scheme, Maternal and Child Health Services, Programmes of Rural Water Supply and Sanitation etc. A National Code also exist to regulate commercial breas-milk substitutes and protect and promote breast-feeding of infants.

#### **Maintenance of 'Edakkal Cave'**

1622. SHRI N. DENNIS : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government are aware that the well known 'Edakkal Cave' one of the three centres of primitive graphic art in India, the only historical monument in South, is now on the road to ruin ; and

(b) if so, the details regarding this historical cave and the efforts made or being made for the proper maintenance of this old cave ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI): (a) Press reports indicated that quarrying in the area around 'Edakkal Cave' which is under the protection of the State Government of Kerala was endangering the cave.

(b) The 'Edakkal Cave' situated on the western slope of the hill 'Edakkalmale' south-west of Sultan Battery is in Kerala State. The walls of the cave have engravings. The chronology of these engravings is not firmly established. Department of Archaeology, Government of Kerala has intimated that action has already been taken to prevent blasting in the area and other steps to protect the cave are also being taken.

#### **Central assistance to States for appointment of women teachers**

1623. SHRIMATI JAYANTI PATNAIK : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Central assistance to the States for appointment of women teachers

in Primary schools is proposed to be increased in Seventh Plan ;

(b) if so, the basis of sharing such expenditure between the States and the Centre ; and

(c) the details of the provisions proposed to be made in Seventh Plan?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI): (a) to (c) The question of continuance of the scheme of assistance for appointment of women teachers in primary schools in 9 educationally backward

States in the VII Plan is under consideration. The basis for sharing of expenditure under such a scheme would be finalised when decision is taken for continuation of the scheme in VII Plan.

#### Trucks with Composite Permits

1624. SHRI SYED SHAHABUDDIN: Will the Minister of TRANSPORT be pleased to state the number of trucks with composite permits as on 31 March, 1985 and their State-wise break-up ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : A Statement is given below.

#### Statement

Name of State/UT	National Permits issued U/S 63 (11) of M.V. Act. as on 31-3-1985	Zonal Scheme Permits for Public Carriers issued as on 31-3-1985
1	2	3
1. Andhra Pradesh	1337	1304
2. Assam	900	450
3. Bihar	1237	1013
4. Gujarat	1072	768
5. Haryana	1055	729
6. Himachal Pradesh	585	854
7. Jammu & Kashmir	785	706
8. Karnataka	1200	848
9. Kerala	1257	841
10. Madhya Pradesh	1160	568
11. Maharashtra	890	1154
12. Manipur	150	—
13. Meghalaya	149	424
14. Nagaland	245	385
15. Orissa	1033	900
16. Punjab	800	900
17. Rajasthan	1199	882
18. Sikkim	—	—



1	2	3
19. Tamil Nadu	1189	845
20. Tripura	415	271
21. Uttar Pradesh	891	500
22. West Bengal	1306	301
23. A & N Islands	—	—
24. Arunachal Pradesh	139	194
25. Chandigarh	149	615
26. D & N Haveli	85	12
27. Delhi	646	857
28. Goa, Daman & Diu	471	216
29. Lakshadweep	—	—
30. Mizoram	—	341
31. Pondicherry	150	136

**Modernisation of Wagon Fleet with Foreign Collaboration**

1625. SHRI SANAT KUMAR MANDAL : Will the Minister of TRANSPORT be pleased to state :

(a) whether any plan has been drawn up for the modernisation of the wagon fleet and substantially improving the availability of wagons during the Seventh Plan;

(b) if so, its broad outlines and foreign collaboration if any sought for; and

(c) the steps being taken to place advance orders with the manufacturing units at Calcutta, which are languishing for want of orders resulting in large scale retrenchment of the workers ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir.

(b) (i) Indian Railways have invited Global Tenders for import of a limited number of modern freight bogies with import of technology to manufacture such bogies indigenously.

(ii) Procurement of 96,000 wagons (in terms of 4-wheelers), subject to availability of funds, during the VII Plan.

(iii) Use of roller/cartridge bearings, Air brakes and high tensile Centre Buffer Couplers to the extent feasible on new wagons to be procured.

(c) (i) Wagon offtake during 1985-86 was increased from the initial figure of 5000 to 12000 numbers.

(ii) Wagon offtake during 1986-87 is being planned at 20,000 numbers.

**Steps to implement provisions of S.I.T.A.**

1626. SHRI SANAT KUMAR MANDAL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the steps being taken to give more teeth to the provisions of 'The Suppression of Immoral Traffic Act' and protect women from entering this profession; and

(b) whether Government are considering a suggestion that the provision of an alternative life of dignity for prostitutes could be taken up as a development project by the Planning Commission ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA):

(a) The Suppression of Immoral Traffic in Women and Girls Act, 1956, has been amended by the Amendment Act of 1978, in order to make it more effective and meaningful. Among the revised provisions, 'conveyance' has been added in the definition of 'brothel' and the word 'prostitution' has been redefined. In addition to protective homes, the State Governments are required to set up corrective institutions for women and girls in need of concerted treatment. 'Special Police Officer' has been redefined as an officer not below the rank of an Inspector of Police, in place of Deputy Superintendent of Police. As it was often found difficult to acquire the presence of a respectable woman of the same locality to attend and witness the search, the relevant proviso has been appropriately amended to enable women from other localities to be associated with this task.

(b) We do have several projects for the training & rehabilitations of women in need and projects for those rescued from brothels, are being implemented in several parts of the country.

#### World Body Building Championships' 1986

1627. SHRIMATI USHA CHOU-DHARI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the World Amateur Body Builders Association have offered India the 1986 World Body Building Championships; and if so, the decision taken in this regard; and

(b) the number and names of countries likely to participate in the championships, the venue and other details ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS

AND SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA):

(a) The Government have received no such proposal.

(b) Does not arise.

#### Non-domiciled seamen's differential wages

1628. DR. SUDHIR ROY : Will the Minister of TRANSPORT be pleased to state the steps taken to bring back huge amount of non-domiciled seamen's differential wages from London as per END Committee's report ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : The funding arrangement on account of employment of non-domiciled seafarers (ENDS) on U.K. flag ships was operative from 1974 to 1978 during which period an amount of Rs. 16 million was transferred to the Seafarers Welfare Fund Society of India. However, the efforts to continue this arrangement have not so far succeeded because of objections from the U.K. National Union of Seamen and the U.K. National Maritime Board agreement, which inter alia provides for uniform payment of wages to all seamen on British flag vessels.

#### New Railway Lines in Orissa

1629. SHRI SOMNATH RATH : Will the Minister of TRANSPORT be pleased to state :

(a) the target of construction of railway lines in Orissa State during the Seventh Plan period; and

(b) whether the target for the Sixth Plan has been fully achieved, if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) New Line from Koraput to Machiliguda has been opened for traffic as a siding in December, 1985. Construction of Muchiliguda-Rayagada, Talcher-Sambalpur and Daitari-Banspani lines which are the other approved new line projects are being progressed

according to availability of resources.

(b) In Sixth Plan, new line from Jakhapura to Daitari was commissioned to goods traffic in March, 1981. In view of resource constraints there was no other new line targetted for completion in Sixth Plan in Orissa.

**Train service between Pathankot and Jawalamukhi**

1630. PROF. NARAIN CHAND PARASHAR : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Northern Railway have decided to start a new train between Pathankot and Jawalamukhi Road (on Kangra Valley Railway) on the persistent demand of the people;

(b) if so, the date from which the train is proposed to be introduced and its timings; and

(c) if not, the likely date by which a decision would be taken in this regard and the reasons for the delay ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir.

**(i) Basic assistance for equipment**

Assistance to colleges offering degree and/or postgraduate courses would be calculated @ Rs. 150 per student subject to a maximum of Rs. 1 lakh to a college.

**(ii) Assistance for development of undergraduate education**

The ceiling of assistance would be as under :

**(a) Arts, Science Commerce/Multifaculty college**

**Student enrolment**

250 to 500

501 to 1000

1001 to 2000

2000 and above

**Celling of assistance**

Rs. 4 lakhs

Rs. 5 lakhs

Rs. 7 lakhs

Rs. 8 lakhs

(b) & (c) Do not arise.

**Review of criteria for U.G.C. development grants to colleges**

1631. PROF. NARAIN CHAND PARASHAR : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the conditions of eligibility for development grants to colleges have been reviewed so as to make the conditions more liberal;

(b) if so, the findings of the review and the number of colleges eligible for developmental grants as on 31 March, 1985 and their percentage to the total number of colleges on that date; and

(c) if not, the reasons therefor and whether an urgent review and study would be undertaken soon ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) & (b) The University Grants Commission have reviewed the guidelines for providing assistance for grants to colleges during the Seventh Plan period. The guidelines for the major programmes during the Seventh Plan period would be as follows :

**(ii) Assistance for women's colleges and those located in backward and rural areas**

<b>Students enrolment</b>	<b>Ceiling of assistance</b>
150 to 500	Rs. 4 lakhs
501 to 1000	Rs. 5 lakhs
1001 to 2000	Rs. 7 lakhs
2001 and above	Rs. 8 lakhs

**(iii) Assistance for development of postgraduate education in colleges**

(a) Humanities & Social Sciences departments.	Rs. 2.00 lakhs for each department.
(b) Geography, Maths, Statistics and Psychology departments.	Rs. 2.50 lakhs for each department.
(c) Physics, Chemistry, Botany, Zoology, Bio-Chemistry, Home Science and Microbiology departments.	Rs. 3.00 lakhs for each department.

**(iv) Development of undergraduate education**

Teaching and technical staff including professional staff for library.	100%
Books and journals including Book Banks.	100%
Equipment including laboratory and audiovisual equipment.	100%
Workshopshed/animal house/Museums/Green house.	50%
Canteen Building/Non-resident student centre.	50%
Health Centre-Building and equipment.	50%
Development of sports and games facilities including Gymnasium.	50%

**(v) Development of Postgraduate education**

Books, Journals including Book Banks and equipment including audio-visual and reprographic facilities.	100%
Faculty Improvement programmes including teacher fellowships date collection, field work for preparing research papers.	100%

*The number of colleges eligible as per new guidelines would be known when the UGC receives the proposals from the colleges,*

(c) Does not arise.

**National Highway works delayed due to contractors backing out**

1632. PROF. NARAIN CHAND PARASHAR : Will the Minister of TRANSPORT be pleased to state :

(a) whether any works relating to National Highways have been delayed on account of contractors backing out during the last three years; and

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

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Yes, Sir.

(a) Contracts are operated by the State Governments who are the executing agencies for National Highway works. There are more than 1600 works under progress scattered all over the country out of which there would be about 33 number of works which are affected because of contract failures. Action is taken by the State Public Works Departments in such cases as per terms of contract and fresh contracts are fixed or works taken up departmentally as the case may be.

**Special scheme for education of disabled persons**

1633. SHRI VIJAY N. PATIL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the amount sanctioned for education of disabled persons during 1984-85 and 1985-86;

(b) whether Government have prepared any special scheme for the education of disabled persons; and

(c) if so, the details of different aspects of education proposed for the benefit of disabled persons ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a), (b) and (c) The special scheme for the education of the disabled

is known as the Scheme of Integrated Education for Disabled Children. The Scheme which is a Centrally Sponsored Scheme, envisages placement of certain categories of educable physically handicapped children along with the normal children in the schools meant for the normal children with the help of special aids and teachers trained in special education for teaching the disabled.

Grants totalling Rs. 67.32 lakh were released to the State Governments/UTs under the Scheme during 1984-85 and in the year 1985-86 a sum of Rs. 25.00 lakh has been released upto February, 1986.

The disabled children studying under the scheme are expected to follow the same pattern of education as is meant for the normal children with variations, if necessary, to be decided by the implementing agency.

**Cases of misbehaviour and non-stopping of buses reported by DTC mobile squads**

1634. SHRI ANANTA PRASAD SETHI: Will the Minister of TRANSPORT be pleased to state :

(a) whether mobile squads of Delhi Transport Corporation have been commissioned to keep an eye on their bus crew operating in the city; and

(b) if so, the number of cases of misbehaviour against conductors and drivers and non-stopping of busses properly at the stands that have been brought to the notice of DTC by such squads during the last one year ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Yes, Sir. The DTC has w.e.f. 1.10.85 deployed 16 Mobile Squads to check the driving habits of drivers and other irregularities committed by the crew on line.

(b) The number of various irregularities noticed by the Mobile Checking Squads during period 1.10.85 to 15.2.86 is given below :—

1. Non stopping of buses : 369

2. Wrong parking of buses : at the proper stop	145
3. Non issue of tickets to passengers by conductors :	38
4. Crew without uniform :	355
5. Buses without destination Boards/Lights :	1228
6. Without proper seats etc. :	999
7. Miscellaneous :	2090
Total :	5224

Depending on the gravity of the complaint, disciplinary action including termination/dismissal of erring employee is taken.

#### Extension of Jharsuguda-Titilagarh passenger train upto Rayagada

1635. SHRI JAGANNATH PATTNAIK  
Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any proposal for extension of the 'Jharsuguda-Titilagarh' passenger train upto Rayagada ; and

(b) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) (a) No, Sir.

(b) Extension is not feasible due to line capacity constraints between Titilagarh and Rayagada and lack of facilities at Rayagada.

#### Use of Asbestos in Homes Develops Diseases

1636. SHRI CHINTAMANI JENA :  
Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that the use of asbestos in homes breeds certain diseases and if so, details thereof ; and

(b) whether any experiment has been made to find some suitable substitute of

asbestos in house building and if so, the details thereof ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) No study has been undertaken in India so far to assess the effect of the use of asbestos in homes and building material. However, studies conducted elsewhere report that there are no ill effects to residents due to low levels of exposure to asbestos fibre.

(b) The Government of India in the Ministry of Health and Family Welfare are not aware of any such experiment to find substitutes for asbestos in building materials.

#### Enforcement of Anti-Dowry Act

1637. DR. B.L. SHAIKESH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether despite a series of measures for dealing with perpetrators of atrocities on women through enforcement of the provisions of the anti-dowry Act there is no let-up in bride-burning, bride-beating and even their being driven out of their homes for not bringing adequate dowry ;

(b) if so, what further measures are being taken by Government to save these unfortunate victims of dowry ;

(c) whether complaints have also been received about Government servants and their families having demanded dowry and driving out the brides ;

(d) if so, the number of complaints received against such employees working in the Capital, Ministry-wise/Department-wise ; and

(e) the action taken in each case ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA) : (a) In spite of the many measures taken the position is still unsatisfactory.

(b) As per the provisions of the amended Dowry Act recognised Voluntary

Women's Organisations have been authorised to file First Information Reports (FIRs) with the Police on behalf of the victims. Close touch is maintained with Voluntary Organisations/ the concerned administrations to ensure effective implementations of the Act. The Special dowry cell in Delhi has been strengthened. A Special Legal Cell in the Department of Women's Welfare has recently been set up to monitor the implementation of the Act in the States and Union Territories.

(c), (d) & (e) Information is being collected.

#### **Own your wagons scheme**

1638. SHRI MOOL CHAND DAGA : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that Railways have introduced 'Own your wagons scheme' ;

(b) if so, the details thereof ;

(c) whether this scheme has been introduced on experimental basis ; and

(d) what will be the fate of such wagons if the scheme is withdrawn by the Railways in case of imperfect working ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (d) A proposal for owning of wagons has been posed to user agencies. No final decision has been taken so far.

#### **Hill Highway Scheme in Kerala**

1639. PROF. P.J. KURIEN : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government propose to include the Hill-Highway scheme in the Western Ghat region of Kerala under the Central Aid Programme of State roads of inter-state or economic importance during the Seventh Plan ; and

(b) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) No, Sir.

(b) Due to financial constraints, it is not possible to provide any Central Assistance for Hill Highways in Kerala or any other State scheme under the Central Aid Programme of State roads of Inter-state or economic importance.

[Translation]

#### **Measures to motivate for Tubectomy/ Sterilization**

1640. SHRI KALI PRASAD PANDEY :

SHRI RAMASHRAY PRASAD SINGH :

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the cases of Tubectomy/Sterilisation during October 1985-January, 1986, State-wise;

(b) whether it is a fact that in Delhi, Uttar Pradesh and several other States it has been made obligatory for each official of police and many other departments to give 10 cases for sterilization/tubectomy, and different types of pressures are being brought in this regard ; if so, what are the directions of Government in this regard ; and

(c) the details of other effective measures being taken to encourage people to undergo sterilization/tubectomy ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) :

(a) A statement showing the State-wise number of cases of sterilisation (vasectomy and tubectomy) performed during October 1985 to January 1986 is given below.

(b) & (c) According to the information available no such obligation has been imposed upon Police officials. However, officials of other departments are actively

associated with the programme. Government have issued instructions to the States to ensure that the Family Welfare Programme is implemented on a purely voluntary basis. The measures being taken to effectively promote adoption of the small family norm including acceptance of terminal methods of contraception are : increasing demand for contraception through method specific campaigns and improved

communication approaches ; expanding and improving the quality of outreach services, involvement of functionaries of different departments of the Government at various levels, intensifying population education, enhancing child survival rates and promoting greater community participation through the involvement of voluntary organisations.

## Statement

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Sl. No.	State/U.T.	Vasectomy	Tubectomy	Total
1	2	3	4	5
1.	Andhra Pradesh	11,590	1,32,834	1,44,424
2.	Assam	12,472	24,418	36,890
3.	Bihar	13,519	1,41,205	1,54,724
4.	Gujarat	20,004	1,43,000	1,63,004
5.	Haryana	5,113	41,591	46,704
6.	Himachal Pradesh	2,835	15,043	17,878
7.	J & K	1,718	10,605	12,323
8.	Karnataka	6,391	1,16,258	1,22,649
9.	Kerala	2,647	62,048	64,695
10.	Madhya Pradesh	21,434	1,48,890	1,70,324
11.	Maharashtra	35,948	1,74,966	2,10,914
12.	Manipur*	297	1,579	1,876
13.	Meghalaya*	2	114	116
14.	Nagaland*	12	116	128
15.	Orissa	6,434	70,037	76,471
16.	Punjab	2,085	20,975	23,860
17.	Rajasthan	4,833	1,23,348	1,28,181
18.	Sikkim	77	239	316
19.	Tamil Nadu	18,327	1,42,612	1,60,939
20.	Tripura	164	1,037	1,201
21.	Uttar Pradesh	29,445	2,44,615	2,74,060
22.	West Bengal	6,44	87,606	94,047
23.	A&N Islands	64	452	516
24.	Arunachal Pradesh	27	432	459



1	2	3	4	5
25.	Chandigarh	121	748	869
26.	D&N Haveli	206	284	490
27.	Delhi	1,023	8,679	9,702
28.	Goa, Daman & Diu	7	1,965	1,972
29.	Lakshadweep	27	1	28
30.	Mizoram	11	747	758
31.	Pondicherry	310	1,709	2,019
32.	Ministry of Defence	2,145	4,074	6,219
33.	Department of Railways	1,225	6,991	8,216
All India		2,06,954	17,29,218	19,36,172

£=Figures provisional

\*=Figures for the period October 85—December 85.

#### Running of Assam Mail Via Gorakhpur-Siwan-Sonpur

1641. SHRI KALI PRASAD PANDEY : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government propose to runs Assam Mail via Gorakhpur-Siwan-Sonpur which runs at present via Patna-Mokameh;

(b) whether it is a fact that only the superfast train Jayanti Janta Express runs on Lucknow-Gorakhpur-Siwan-Sonpur railway line which is not able to meet the demand of the people on this line;

(c) if so, the time by which Assam Mail is likely to be run via Gorakhpur-Siwan-Sonpur; and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir.

(b) Though there is only one superfast train running on Lucknow-Siwan-Sonpur section, there are other express trains running on this section.

(c) Assam Mail is not proposed to be diverted via Gorakhpur.

(d) A new Superfast train is proposed to be introduced on the same route. Another tri-weekly express will be introduced between Lucknow and New Bongaigaon from 1.4.1986.

#### Hospitals for Treatment of Leprosy

1642. DR. CHANDRA SHEKHAR TRIPATHI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have taken a decision to open a hospital for treatment of leprosy in Delhi;

(b) if so, when this hospital will start functioning;

(c) whether Government have also decided to open such hospitals in other parts of the country; and

(d) if so, the location-wise number thereof and if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (d) Under National Leprosy Eradication Programme, there is no proposal to open separate Leprosy Hospitals anywhere in the country including Delhi. With the introduction of Multi-drug, it is possible to treat the patients in their own homes without effecting their normal pursuits of life

and as such the emphasis now is no domiciliary treatment. The patients are however, admitted in the general hospital either for surgery or other complications.

**Survey of Uttarakhand Research Institute**

1643. DR. CHANDRA SHEKHAR TRIPATHI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the newly established Uttarakhand Research Institute has been conducting historical survey and research work;

(b) if so, whether any antique tamrapatras have been found as a result of this survey; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI): (a) The Uttarakhand Shodh Sansthan (Uttarakhand Research Institute), Kherakal, Nawasu, Pauri Garhwal, U.P. has occasionally reported existence of some inscriptions in Uttarakhand region. The Director of the Uttarakhand Shodh Sansthan has been requested for furnishing the details of the discovery.

(b) & (c) Discovery of copper plates has not been reported so far.

[English]

**New projects under Integrated Child Development Scheme**

1644. DR. PHULRENU GUHA :  
SHRI AJOY BISWAS :  
SHRI SUBHASH YADAV :  
SHRI DHARAMPAL SINGH MALIK :

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the names of the States where the Integrated Child Development Services (ICDS) Scheme has been enforced so far;

(b) the total number of projects under the scheme to be started during the Seventh Plan;

(c) whether all districts are covered by the Scheme;

(d) if not, when these will be covered;

(e) the achievements made under the Schemes; and

(f) the funds allocated for this scheme during 1985-86 and 1986-87?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA): (a) The Integrated Child Development Services (ICDS) Scheme is in operation in all States and UTs.

(b) Tentatively, a target of 1000 ICDS projects for the Seventh Five Year Plan period has been fixed.

(c) No, Sir.

(d) The scheme is being expanded in a phased manner. Priority is given to areas predominantly inhabited by scheduled Tribes and Scheduled Castes and urban slums. Hence, there is no definite time-frame for covering all the districts.

(e) 1019 centrally sponsored ICDS projects were sanctioned up to 1984-85. 210 such projects have been sanctioned for 1985-86 while 240 projects have been allocated for 1986-87. In addition, 129 projects have been taken up in the State sector; 117 up to 1984-85 and 12 in 1985-86.

An ICDS project becomes operational in about 18-24 months from the date of its sanction. As per Status Report for the period ending 31.12.85, received from 1112 projects, 1001 projects had become operational. In these projects, 95,364 anganwadis were providing supplementary nutrition to 62.27 lakh children and 12.36 pregnant women and nursing mothers. 104712 anganwadis were providing non-formal pre-school education to 35.92 lakh children.

(f) Budget provisions for 1985-86 and 1986-87 are Rs. 72.50 crores and Rs. 77 crores respectively.

**Abolition of capitation fee charged by engineering colleges**

1645. DR. SUDHIR ROY :  
SHRI D.K. NAIKAR :  
SHRI T. BASHEER :

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government of India are considering measures to put a total ban on the practice of collecting capitation fees by privately run engineering colleges; and

(b) if so, the details of the measures contemplated by Government ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) and (b) The amendment of University Grants Commission Act has been the necessary measure for the abolition of capitation fee charged by the engineering colleges. The University Grants Commission Amendment Act 1984 inter-alia empowers the Commission to prescribe scales of tuition and other fees charged by institutes of higher education. The Act further empowers the Commission to deny grant and/or affiliation from the particular or any other University to such institutions which violate this provision.

*[Translation]*

**Transportation of coal by Railways**

1646. SHRI MAHENDRA SINGH : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that Railways transported 1160 lakh metric tonnes of coal during 1984-85 which is likely to increase to 1730 lakh metric tonnes in 1989-90; and

(b) the quantum of coal transported

by the railways during the last three years ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Railways lifted 102 million tonnes of coal during 1984-85. It is expected to be of the order of 152 million tonnes in 1989-90.

(b) The quantum of coal transported by the railways during the last three years and in the current year (upto December 1985) is as under :—

Year	In million tonnes
1982-83	94.6
1983-84	100.5
1984-85	102.0
1985-86 (Upto Dec. '85)	81.0

*[English]*

**Advertisement by Railways for Provision of Cargo and Ticketing facilities at Srinagar and Jammu**

1647. PROF. SAIFUDDIN SOZ : Will the Minister of TRANSPORT be pleased to state :

(a) whether any advertisement was floated by the Railways for provision of cargo and ticketing facility at Srinagar and Jammu; and

(b) if so, whether any tenders were received in response to the advertisement and if so, action taken in the matter?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : Yes, Sir.

(b) Yes, Sir. Three tenders were received but could not be processed in view of the orders of District Judge, Srinagar to appoint an Arbitrator to arbitrate upon the disputes raised by the earlier out-agents.

**Linking Hubli with Vayudoot Service**

1648. SHRI D.K. NAIKAR : Will the Minister of TRANSPORT be pleased to state :

(a) the progress made in the construction of Airport at Hubli, Karnataka; and

(b) when the Vayudoot services will start operating there ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Hubli Airport is being developed by the Government of Karnataka. No progress report has been received from the State Government so far, but it is understood that work has started at site.

(b) Vayudoot will consider operating services to Hubli only when the airport is ready.

**Facility of Green Cards**

1649. SHRI DIGVIJAY SINH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether any State-wise targets were fixed to attract people to avail of the facility of green cards under the Family Planning Programme;

(b) what was the percentage of realisation of this target; and

(c) what are the reasons for the short-fall if any?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (c) Green cards are given as incentives to individual acceptors of terminal methods after two children entitling them to certain facilities/priorities as may be decided by the State/Union Territories concerned.

Targets under different family planning methods are fixed by the Government in consultation with States/U.Ts. During the

current year the achievement of proportionate targets has been : Sterilisation 82.3%; IUD-95.8%; CC Users-73.5% and OP Users-74.2%. To ensure effective implementation of the programme, a well defined strategy has been adopted. The main features of the strategy are : increasing demand for contraception through improved communication approaches; expanding and improving the quality of outreach services; promoting greater community participation; intensifying population education; enhancing child survival rates; and reorganising programme structure and improving its management.

**Replacement of steam engines by diesel ones in Saurashtra and Kutch Districts**

1650. SHRI DIGVIJAY SINH : Will the Minister of TRANSPORT be pleased to state :

(a) whether in the drought affected districts of Saurashtra and Kutch it is difficult to procure water for operation of steam engines;

(b) the number of such complaints received;

(c) if so, whether Government propose to replace such engines by diesel ones; and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Some difficulty in respect of water availability for steam engines is being presently faced in Rajkot and Bhavagar Divisions of Western Railway which are drought affected.

(b) Some representations requesting for restricting the use of water for steam locomotives by replacing these by diesel locomotives have been received in the recent past.

(c) Replacement of such steam locomotives by diesel locomotives as are ply-

ing in these areas will be considered as and when resources and other priorities permit.

(d) Does not arise in view of reply to (c).

**Reduction in air fare to Gulf Sector**

1651. PROF. P.J. KURIEN : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have taken up the question of reducing the air fare for the Gulf-sector with the I.A.T.A.;

(b) if so, the result thereof;

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) No, Sir.

(b) Does not arise.

(c) I.A.T.A. is a body of airlines and not of Governments. Therefore, it is not appropriate for Government to take up the issue of air fares with IATA.

**Sambalpur-Talchar Rail Line**

1652. SHRIMATI JAYANTI PATNAIK :

SHRI BRAJA MOHAN MOHANTY :

Will the Minister of TRANSPORT be pleased to state :

(a) the estimated cost of Sambalpur-Talchar rail line in Orissa;

(b) the amount sanctioned for the construction of that line so far ;

(c) the year by which the construction of the above line is expected to be completed; and

(d) the progress made in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI

MADHAVRAO SCINDIA) : (a) Rs. 58 crores.

(b) Rs. 5 crores upto March, 1986.

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

(d) Its present progress is 3%.

**Allocation of funds for Railway Projects by Planning Commission**

1653. SHRI B.V. DESAI : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Planning Commission has promised higher allocation during 1986-87 Plan on the condition that Railways contribution amounted to at least 50 per cent; and

(b) if so, whether the plans prepared by the Railways for 1986-87 are free from any possibility of their being cut or shelved on the plea of shortage of funds ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No Sir. In any case in the approved outlay of Rs. 2650 crores for 1986-87 the Railways are contributing Rs. 1335 crores that is about 52% from their own internal resources.

(b) No cuts in this outlay are expected.

**Review of Activities of Sports Organisations and State Governments**

1654. SHRI BALASAHEB VIKHEPATIL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether a review has been made by the Sports Authority of India about the activities of the sports organisations and State Governments in the field of sports promotion; and

(b) if so, the details of the review made ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA):

(a) No, Sir.

(b) Does not arise.

**Buy back of Boeing Aircraft by U.S.  
Boeing Airplane Company**

1655. DR. B.L. SHAILESH :

SHRI YASHWANTRAO  
GADAKH PATIL :

SHRI M. RAGHUMA RED-  
DY :

SHRI V. TULSIRAM :

SHRI SARFARAZ AHMED :

Will the Minister of TRANSPORT be pleased to state :

(a) whether the U.S. Boeing Airplane Company has in a fresh offer to the Government proposed to buy back the entire fleet of 737-Boeing aircraft of the Indian Airlines in exchange for its whole range of aircraft including the 7J7s which is in advanced stage of development;

(b) if so, Government's reaction to this offer;

(c) whether the Boeing company has also proposed to enter into a long-term technology transfer agreement with India for the manufacture of components and sub-assemblies of Boeing aircraft under licence agreement with guaranteed buy back; and

(d) whether Government have constituted a high powered committee to go into the aircraft requirement programmes of Air India and Indian Airlines and if so, when the report of this committee is expected ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) No, Sir.

(b) Does not arise.

(c) Yes, Sir. However the details and scope of the technology transfer agree-

ment have not been indicated by Boeing Co.

(d) Yes, Sir. The terms of reference of the Group inter-alia include a study about the requirements of aircraft and related equipment upto 2000 AD. The Group is expected to submit its report by 15th June, 1986.

*(Translation)*

**Over bridge near Mau Railway Station  
(Azamgarh)**

1656. SHRI RAJ KUMAR RAI : Will the Minister of TRANSPORT be pleased to state :

(a) whether foundation stone of an over-bridge was laid near Mau Railway Station in Azamgarh district of Uttar Pradesh ;

(b) if so, the time by which the construction work of this bridge is likely to be completed ; and

(c) the reasons for delay in completing the construction work of this bridge ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir.

(b) & (c) The railway is to construct main bridge across tracks and State PWD is to construct the approaches. Railway has awarded contract to U.P. Bridge Corporation for their portion of the work. The work of temporary road diversion and other preliminary works are in progress. The completion of road over bridge will depend upon availability of funds and completion of work on approaches by State Government.

**Central School in Azamgarh**

1657. SHRI RAJ KUMAR RAI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether it is a fact that land has been made available at Maunath Banjan in district Azamgarh (U.P.) for opening a Central School;

(b) if so, the time by which its construction work is likely to start ; and

(c) the time likely to be taken by Government to open the said central school ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) No, Sir.

(b) Does not arise.

(c) There is no proposal under consideration of Kendriya Vidyalaya Sangathan to open a Kendriya Vidyalaya at Maunath Banjan at present.

[English]

**Setting up of another National Institute of Sports**

1658. SHRI UTTAMRAO PATIL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have taken final decision to establish another National Institute of Sports on the lines of National Institute of Sports, Patiala, in the country and

(b) if so, whether its location has been selected and the time by which it is likely to be established ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA) : (a) No, Sir. However, two regional centres of the Netaji Subhas National Institute of Sports, Patiala are already functioning at Calcutta and Bangalore and another centre is immediately planned to be set up at Imphal.

(b) Does not arise.

**Booking and reservation facility at Yavatmal (Maharashtra)**

1659. SHRI UTTAMRAO PATIL : Will the Minister of TRANSPORT be pleased to state :

(a) whether booking and reservation facility on Railways at Yavatmal (Maharashtra) for trains going towards Bombay and Calcutta is likely to be provided ; and

(b) if so, by when ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) & (b) Booking facilities already exist at Yavatmal. It is proposed to give a reservation quota to Yavatmal for Bombay side this month. The meagre traffic towards Calcutta side does not justify any reservation quota.

[Translation]

**Vaccines to cure Leprosy Patients**

1660. SHRI R. M. BHOYE : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether our medical scientists have developed, after research on leprosy, some new and successful vaccines for the prevention of the disease ;

(b) whether these vaccines are being marketed ; and

(c) if so, details in this regard ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (c) Three vaccines developed so far are under clinical trials for proving their efficacy and suitability for mass use. A leprosy has a long incubation period, it takes long to evaluate the efficacy of these vaccines. The question of marketing at this stage does not arise.

**Major and Medium Irrigation Schemes of Bihar under implementation**

1661. SHRI D. P. YADAVA :  
SHRI R. S. KHIRHAR :  
DR. G. S. RAJHANS :  
SYED SHAHABUDDIN :

Will the Minister of WATER RESOURCES be pleased to state :

(a) the number of major and medium irrigation schemes being implemented in Bihar and the details thereof ;

(b) the reasons for delay in the completion of these schemes and the original and the present estimates of these schemes ;

(c) whether Union Government propose to take over Sitamarhi Bagmati Project which is being neglected for years ; and

(d) how many more irrigation projects of Bihar are still under consideration ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a), (b) & (d) 12 major and 27 medium on-going schemes are under implementation. Further, 5 major and 14 medium new schemes have been proposed by the State Government in the Seventh Plan. Out of these, 39 are approved, 17 are under examination and project reports for two are awaited. The main reasons for delay in completion are shortage of funds on account of proliferation of projects, difficulties in land acquisition and shortage of scarce construction material. Since the costs are escalating, the present costs of these projects cannot be indicated.

(c) There is no such proposal.

[English]

**Darbhanga-Forbesganj road under Lateral Road Project**

1662. SHRI D. P. YADAVA : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is a small missing link called Darbhanga-Forbesganj road under Lateral Road Project which has been awaiting completion for a long time;

(b) whether Government are aware that this is a road of vital importance from defence point of view and its completion will boost the economy of the North Indo-Gangetic Zone ;

(c) if so, the time by which it will be completed and the quantum of Central assistance to be given ; and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) to (d) The Lateral Road Project running from Bareilly in U.P. to Amingaon (Gauwahati) in Assam has since long been completed through grant-in-aid from the Central Government. However, the Darbhanga-Forbesganj Road link does not follow the Lateral Road alignment. It has also no defence-oriented priority. Moreover, due to financial constraints it is not possible to take up the road in question under any Centrally sponsored schemes, at present.

[Translation]

**Manmad-Painth-Balsad Section Railway Line**

1663. SHRI S. S. BHOYE : Will the Minister of TRANSPORT be pleased to state :

(a) whether any survey work for the Manmad-Painth-Balsad Section railway line is likely to be conducted to link Central Railway and Western Railway ;

(b) if so, whether Government are considering any proposal to link them and the time by which the survey is likely to be started ; and

(c) whether any provision has been made in the Seventh Five Year Plan for the above railway line ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No Sir.

(b) and (c) Do not arise

**Non-availability of wagons in Maharashtra for transporting grapes, onions and other vegetables**

1664. SHRI S.S. BHOYE : Will the Minister of TRANSPORT be pleased to state ;



(a) whether Government are aware of the fact that the farmers are put to heavy loss due to non-availability of railway-wagons in time for transporting grapes, onions and other vegetables from one place to another in Maharashtra;

(b) if so, the measures being taken by Government to avoid this loss; and

(c) if not, the steps proposed to be taken by Government in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The demand for transportation of perishable traffic like fruits and vegetables in Maharashtra is being met in consultation with trade.

(b) and (c) Do not arise.

[English]

**Non-official committees to improve working of hospitals**

1665. SHRI YASHWANTRAO GADAKH PATIL : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have decided to form Committees of social workers and voluntary bodies to improve the conditions of Central Government hospitals in Delhi and Centrally administered Union territories; and

(b) if so, what will be the functions and powers of these Committees ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) No, Sir.

(d) Does not arise.

**Central assistance for irrigation in tribal sub-plan area**

1666. SHRI PRATAP BHANU SHARMA : Will the Minister of WATER RESOURCES be pleased to state :

(a) the quantum of Central assistance provided for irrigation works in tribal sub-plan area during Sixth Five Year Plan, year-wise;

(d) what were the criteria for allocating central assistance to States for irrigation Sector in tribal sub-plan areas;

(c) whether assistance was low; if so, the reasons therefor; and

(d) what are the details of allocations under tribal sub-plan during the Seventh Five Year Plan ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (c) Out of a total Special Central Assistance of Rs. 485.50 crores for Tribal Sub-plan, about Rs. 48 crores was provided by the States for irrigation schemes. Only minor irrigation schemes which directly benefit the tribal farmers are generally eligible for funds for Special Central Assistance.

(d) Special Central Assistance of Rs. 756 crores has been tentatively allocated under tribal Sub-Plan during the 7th Plan.

**Dutch help in the field of navigation**

1667. SHRI VIJAY N. PATIL : Will the Minister of TRANSPORT be pleased to state :

(a) whether Dutch help has been sought for navigation purpose on the occasion of recent Netherlands Royal Couple's visit to India; and

(b) if so, the details of Indo-Dutch talks in the field of navigation and the outcome thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b) Following projects for development of inland water transport have been posed to the Government of Netherlands for implementation with Dutch assistance under Indo-Dutch Co-operation on Shipping and Transport :—

(i) Pilot Project for Patna-Allahabad stretch of National Waterway (Ganga);

- (ii) Calcutta-Haldia terminals-preparation of Master Plan;
- (iii) Preparation of Detailed Project Report for improvement of Rajabagan Dockyard;
- (iv) Bulk transportation of fertilisers along National Waterway (Ganga);
- (v) Cargo handling along Hooghly-Bhagirathi;
- (vi) Cochin backwaters (Champakara Canal);
- (vii) Feasibility study for reactivation of Damodar Valley Corporation canal for navigation;
- (viii) Feasibility study of river Narmada;
- (ix) Training for IWT personnel; and
- (x) Master Plan for development of Hooghly-Bhagirathi rivers for navigation Phase-I

No new project for improvement of navigation, seeking Dutch help was proposed during the recent visit of Royal Couple of Netherlands. However, only the ongoing Pilot Project on Patna-Allahabad stretch of river Ganga was discussed.

[ Translation ]

#### New Railway Lines in Bihar

1668. PROF. CHANDRA BHANU DEVI : Will the Minister of TRANSPORT be pleased to state :

- (a) the length of railway lines in Kilometres laid in Bihar during the Sixth Five Year Plan; and
- (b) the length of railway line in Kilometres, proposed to be laid in Bihar during the Seventh Five Year Plan period ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) A length of 430 kms, of B.G. line has been laid by conversion of the existing M.G. lines.

(b) 33 Kms.

[ English ]

#### Review of Family Planning programme

1669. SHRI K. RAMAMURTHY : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

- (a) how many Central teams have been rushed to various States State-wise, to have a feel of the family planning programme at the field level and to identify the bottlenecks holding up its implementation in a speedy manner;
- (b) the results of such a comprehensive review; and
- (c) the steps that have been taken to revamp the family planning programme throughout the country ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b) There is an inbuilt system for regular visits by senior and other technical officers to each State and Union Territory. The objectives of such visits are to review the Family Planning Programme, field supervision, identification of bottlenecks and removing of the same in consultation with the States. These measures have resulted in better programme performance.

(c) Implementation of the Family Planning Programme is constantly appraised, major problem areas identified and appropriate corrective measures taken. The major programme strategies relate to increasing demand for contraception through improved communication approaches, expanding and improving the quality of outreach services, promoting greater community participation through involvement of Voluntary Organisations, intensifying population education, enhancing child survival rates and improving programme management.

#### Setting up of National Institute of Pharmaceutical Education and Research

1670. SHRI K. RAMAMURTHY :

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether any decision has been taken to set up a National Institute of Pharmaceutical Education and Research; and

(b) if so, where and when this Institute will be set up ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) The Ministry of Human Resources Development (Department of Education) has intimated that it has not proposed the establishment of National Institute of Pharmaceutical Sciences.

(b) Does not arise.

#### National Programme to Eradicate Guinea worm

1671. DR. G. VIJAYA RAMA RAO : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that 5-year programme started by Government for National Guinea-worm Eradication in 1980 at a cost of Rs. 80 Lakhs has failed and if so, corrective steps taken;

(b) whether in Dungarpur alone 5168 patients have been treated at the Ayurvedic Hospital; and

(c) whether ignorance is the main stumbling block and if so, whether voluntary agencies will be involved with the objective of educating people of steps to prevent the disease ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (c) It is incorrect to state that National Guinea-worm Eradication Programme has failed. A comprehensive evaluation of all the components of the eradication strategy, carried out by Independent Experts drawn from health and engineering disciplines who are not involved in the implementation of the programme, noted that the guinea-worm disease is showing a declining trend

both in terms of number of affected villages as well as annual case figures. 3557 villages have already achieved freedom from disease and the number of cases have declined by 9.76%. The programme implementation has been intensified with a view to achieving eradication by the year 1990. The Government of Rajasthan has reported that there were 4149 cases of guinea-worm in Dungarpur in 1985. All the States have been requested to intensify efforts to achieve intersectoral coordination which also includes assistance from voluntary agencies.

#### Setting up Cultural Centre in North Eastern Region

1672. SHRI E. AYYAPU REDDY : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether there is a proposal to start a Cultural Centre for North Eastern region; and

(b) if so, the place selected for locating the centre and the representation that is proposed to be given to each State of the North Eastern Region ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) Yes, Sir.

(b) The place selected is Dimapur (Nagaland). The States/Union Territories participating in the Centre are Assam, Arunachal Pradesh, Meghalaya, Mizoram and Nagaland.

#### World Bank loan for Srisailem Right Bank Canal

1673. SHRI E. AYYAPU REDDY : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether the World Bank has promised loan/aid for the Srisailem Right Bank Canal;

(b) if so, the approximate amount of loan assistance; and

(c) the terms and conditions of the loan ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (c) Srisaillam Right Bank Canal is a component of the Andhra Pradesh Composite-II Irrigation Project which is being negotiated with the World Bank. The details have not yet been finalised.

**Expansion of Airports for Airbus Operations**

1674. SHRI E. AYYAPU REDDY : Will the Minister of TRANSPORT be pleased to state the names of the Airports touched by Air India which are proposed to be expanded for the purpose of Airbus operations ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : Hyderabad and Goa.

**U.G.C. Grants to Vidyasagar University**

1675. SHRI SATYAGOPAL MISRA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the present position of releasing grants to the Vidyasagar University (West Bengal) by the University Grants Commission;

(b) what are the details thereof; and

(c) what are the reasons for delay ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) to (c) According to the information furnished by the U.G.C., the Government of West Bengal has not yet fulfilled the terms and conditions prescribed in the rules framed under the UGC Act to declare the Vidyasagar University fit to receive financial assistance, and that grants could be released only after the conditions are fulfilled and the University is declared fit to receive grants.

**New approach to improve a acceptability of Family Planning**

1676. SHRIMATI KISHORI SINHA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Family Planning implementation has improved in the last six months;

(b) if so, State-wise targets and attainments;

(c) whether any new approach has been tried in improving the acceptability of family planning; and

(d) whether certain sections of the population are actively opposing its acceptance ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) & (b) Yes Sir. The State-wise and method-wise targets of family planning fixed for 1985-86 and the achievements made so far based on the latest reports received from the States are given in the Statement below.

(c) and (d) Government has prepared a well defined strategy to achieve the goals set under Family Welfare Programme. The main features of the strategy are; increasing demand for contraception through improved communication approaches; expanding and improving the quality of outreach services; promoting greater community participation; intensifying population education; enhancing child survival rates; and re-organising programme structure and improving its management. Family Welfare Programme is being promoted on a voluntary basis as a people's movement in keeping with the democratic traditions of the country. The programme seeks to promote responsible parenthood through independent choice of the family planning method best suited to the acceptor.

## Statement

## Target and achievement of Family Planning methods during 1985-86

Sl. No.	State/Union Territories/Agency	Sterilization		I.U.D. Insertions	
		Annual Target.	Achievement (April, 85 to Jan., 86)£	Annual Target	Achievements (April, 85£ to January, 86)
1	2	3	4	5	6
<b>I. Major States (Population 1 crore or more)</b>					
1.	Andhra Pradesh	530,000	343,145	140,000	110,362
2.	Assam	180,000	89,733	24,000	16,917
3.	Bihar	751,000	193,926	174,000	111,712
4.	Gujarat	300,000	229,612	250,000	203,221
5.	Haryana	100,000	80,908	145,000	119,026
6.	Karnataka	336,000	264,940	160,000	129,827
7.	Kerala	215,000	13,7475	55,000	44,934
8.	Madhya Pradesh	425,000	262,565	200,000	144,138
9.	Maharashtra	565,000	366,629	600,000	297,735
10.	Orissa	210,000	129,296	100,000	68,225
11.	Punjab	120,000	83,465	207,000	173,649

12. Rajasthan	285,000	198,561	85,000	72,340
13. Tamil Nadu	475,000	377,681	168,000	92,356
14. Uttar Pradesh	600,000	392,746	665,300	624,439
15. West Bengal	450,000	195,687	108,000	46,508

### II. Smaller States/Union Territories

1. Himachal Pradesh	38,000	22,052	21,000	18,524
2. Jammu & Kashmir	40,000	23,967	17,000	12,784
3. Manipur	6,400	5,097*	6,200	2,690*
4. Meghalaya	600	408*	500	1,033*
5. Nagaland	400	454*	200	928*
6. Sikkim	700	701	1,000	876
7. Tripura	10,000	5,664	4,000	503
8. A & N Islands	1,400	1,103	800	705
9. Arunachal Pradesh	400	714	1,400	975
10. Chandigarh	3,300	2,128	10,000	4,487
11. D. & N. Haveli	1,000	986	150	173
12. Delhi	30,000	22,144	64,000	42,315
13. Goa, Daman & Diu	5,000	3,684	1,500	1,195
14. Lakshadweep	100	38	200	45
15. Mizoram	3,000	2,177	2,000	1,043
16. Pondicherry	7,000	4,950	3,600	2,728

1	2	3	4	5	6
<b>III. Other Agencies.</b>					
1.	Ministry of Defence	23,000	14,628	12,000	8,533
2.	Deptt. of Railways	28,000	18,658	16,800	7,847
3.	Commercial Distribution	—	—	—	—
<b>ALL INDIA</b>		<b>3,560,300</b>	<b>3,475,922</b>	<b>3,243,650</b>	<b>2,362,043</b>

Sl. No.	State/Union Territories/Agency	C.C. users		O.P. Users.	
		Annual Target	Achievement£ (April to Dec., 85)	Annual Target	Achievement (April to Dec., 85)£
1	2	3	4	5	6
<b>I. Major States (Population 1 crore or more)</b>					
1.	Andhra Pradesh	300,000	332,496	80,000	57,754
2.	Assam	40,000	32,701	10,000	4,162
3.	Bihar	150,000	87,196	50,000	11,424
4.	Gujarat	472,000	107,162	74,000	63,648

5. Haryana	350,000	429,533	25,000	24,004
6. Karnataka	200,000	147,710	63,000	38,427
7. Kerala	75,000	89,860	35,000	19,681
8. Madhya Pradesh	500,000	520,433	100,000	73,313
9. Maharashtra	600,000	504,841	148,000	153,518
10. Orissa	157,000	116,202	36,000	9,064
11. Punjab	260,000	271,236	28,000	18,602
12. Rajasthan	160,000	129,424**	31,000	8,682
13. Tamil Nadu	200,000	75,201	76,000	18,170
14. Uttar Pradesh	690,000	724,526	90,000	94,929
15. West Bengal	260,000	123,106	82,000	13,680

#### II. Smaller States/Union Territory :

1. Himachal Pradesh	23,000	30,008	9,000	4,175
2. Jammu & Kashmir	15,000	7,976	4,000	1,664
3. Manipur	6,600	2,176	900	102
4. Meghalaya	2,200	3,704	500	705
5. Nagaland	1,000	84	600	390
6. Sikkim	400	195	1,400	1,412
7. Tripura	3,000	1,301	2,000	889
8. A & N Islands	500	364	200	64
9. Arunachal Pradesh	500	528	600	657
10. Chandigarh	10,000	6,148	800	207
11. D & N Haveli	550	579	100	32
12. Delhi	174,000	140,590	2,200	956
13. Goa, Daman & Diu	8,300	7,545	1,600	1,179
14. Lakshadweep	1200	578	50	47



1	2	3	4	5	6
15.	Mizoram	3,500	1,024	700	687****
16.	Pondicherry	4,900	5,783	1,600	1,069
<b>III. Other Agencies</b>					
1	Ministry of Defence	59,000	46,301***	3,600	2,896***
2.	Department of Railways	288,000	256,193	2,400	3,379
3	Commercial Distribution	4,500,000	2,415,926	—	—
<b>ALL INDIA</b>		9,514,550	5,918,638	960,250	641,568

£ Figures Provisional.

\* Figures upto December, 85.

\*\* Figures upto October, 85.

\*\*\* Figures upto November, 85.

\*\*\*\* Figures upto September, 85.

**Cases of encroachment of Railway land**

1677. SHRI K. D. SULTANPURI : Will the Minister of TRANSPORT be pleased to state :

(a) the number of cases of encroachment of railway land filed by the Railways during the last three years in various courts;

(b) the number of such cases decided by the courts during the same period; and

(c) the number of cases in which decision went against the Railway Department?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) 24532.

(b) 11,609.

(c) 11.

**Indian nationals died in air accidents**

1678. SHRI K. D. SULTANPURI : Will the Minister of TRANSPORT be pleased to state :

(a) the number of Indian nationals died in air accidents in India during the last one year; and

(b) the amount of compensation paid to them ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) During the period March, 1985 to 20th February, 1986, there have been three fatal air accidents in India resulting in the death of four Indian nationals.

(b) No compensation has yet been paid to the relatives of S/Shri S.K. Tambay and S.L. Khadilkar, Glider Instructor and Trainee Pilot respectively, who died in an accident of Glider T21-B, VT-GBZ near Pune on 9th January, 1986. In the case of Shri Poornachandra Rao, an employee of M/s. Travel Express, who died as a result of injuries sustained when he was hit by the moving propeller of Vayudoot Dornier aircraft VT EIO, a claim for

insurance has been preferred by Vayudoot on the Insurance Company. No information is, however, available with regard to the compensation paid to the relatives of Shri Verma, Quality Control Manager of Assam Flying Club, who died in an accident of the Pushpaka aircraft VT-DLH belonging to the Assam Flying Club at Guwahati on 29th July, 1985.

[Translation]

**Development of Narmada Valley**

1679. SHRI DILEEP SINGH BHURIA : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether it is a fact that all the 27 approved projects for the development of Narmada Valley during the course of Sixth Plan have been held up due to scarcity of funds;

(b) if so, whether Government propose to complete these projects on priority basis during the Seventh Five Year Plan; and

(c) the total funds to be allocated for these schemes during Seventh Plan period ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (c) Only two projects in Narmada Valley in Madhya Pradesh were approved by the Planning Commission during the Sixth Plan. The funds allocated for these schemes in the Seventh Plan are Rs. 25.30 crores for Jobat, and Rs. 15.80 crores for Dejlade-wada. With these allocations, the Jobat project would spill over into the VIIIth Plan while Dejlade-wada Project is likely to be completed during the Seventh Plan. The other Narmada Projects which were taken up in Sixth Plan are yet to be approved by the Planning Commission.

Irrigation projects are funded and implemented by the State Governments in accordance with their relative priorities among different developmental activities. Scarcity of resources is generally the main reason for slow progress of projects.

[English]

**Development of Mefloquine**

1681. DR. CHINTA MOHAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state whether Mefloquine was developed under World Health Organisation aegis and if so, the contribution of Indian scientists thereto ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : According to the available information the drug Mefloquine was developed by the US Scientists in collaboration with the World Health Organisation. The Indian scientists for Central Drug Research Institute, Lucknow have participated in clinical trials.

**Non-conventional water resources**

1682. DR. CHINTA MOHAN : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Government have formulated any scheme for utilisation of non-conventional water resources such as cycling of sea water, waste-water etc., and if so, the details thereof; and

(b) whether water-short areas have adopted rain-water harvesting, solar-powered desalination etc. ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) No specific scheme for the utilisation of non-conventional water resources such as the cycling of sea water, waste water etc., has been formulated so far. However, waste water is attempted to be utilised by recycling in specific schemes which are techno-economically feasible, for irrigation and industrial uses.

(b) In areas subject to water stress or erratic rainfall, soil and moisture conservation measures which include water harvesting are taken up. A Central sector scheme for the propagation of water conservation/harvesting technology for dryland areas is being implemented by the Ministry of Agriculture. Some pilot studies have been undertaken under the Ministry of Urban Development to set up and run desalination units.

**Incidence of Filaria**

1683. DR. CHINTA MOHAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the number of people estimated to be exposed to risk of infection from filaria in the country; and

(b) whether the National Filaria Control Programme launched in 1955 has eliminated the risk of filaria in the country and if so, State-wise position of incidence of filaria in 1955 and in 1985 ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) & (b) According to an estimate made by the Dte. of National Malaria Eradication Programme in 1985 about 342.35 million people are living in the known-filariasis endemic districts. A statement showing the details of population at risk, as reported in different States is given below.

In order to control the incidence of Filaria, National Filaria Control Programme is being implemented in different States and Union Territories. This programme was launched in 1955 and so far 300 districts have been identified in the 17 endemic States/U.Ts. Out of these 62 districts still remain to be surveyed.

**Statement**

State/UT's		Population at risk (in million)
1	2	3
1.	Andhra Pradesh	44.04
2.	Assam	8.55
3.	Bihar	50.80

1	2	3
4.	Gujarat	15.06
5.	Karnataka	9.71
6.	Kerala	27.69
7.	Madhya Pradesh	19.39
8.	Maharashtra	12.73
9.	Orissa	22.28
10.	Tamil Nadu	31.76
11.	Uttar Pradesh	80.58
12.	West Bengal	17.10
13.	A & N Islands	0.20
14.	Pondicherry	2.65
15.	Lakshadweep	0.53
16.	Goa	1.18
17.	D & N Haveli	0.11
Total		342.36

**Incidence of Schistosomiasis**

1684. DR. T. KALPANA DEVI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether risk of schistosomiasis has grown in India after it was first noticed in Ratangiri in 1952 and if so, the numbers involved & those open to risk, State-wise;

(b) whether any surveys have been conducted and if so, details thereof;

(c) whether this disease is also a reflection of poverty in the country;

(d) whether any drugs have been developed in the country by our medical researchers; and

(e) whether voluntary agencies would be involved for community education to help change personal and social habits ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) According to the latest survey carried out

in November, 1985 has revealed that only two persons in the village Gimvi in Ratnagiri district were passing eggs of *S. haematobium*.

(b) The surveys have been conducted in 30 villages of the Narmada Sagar in Madhya Pradesh and 17 villages in the Sardar Sarovar in Gujarat and examined 1634 & 1025 individuals respectively and found to be negative for both urinary and intestinal schistosomiasis.

(c) Yes, Sir.

(d) Praziquantel, a new drug, is being used to treat all forms of schistosomiasis. This drug has simplified the treatment of affected persons. The search for simpler, cheaper and more effective drugs goes on.

(e) Not contemplated.

**Dental and Skeletal Fluorosis**

1685. DR. T. KALPANA DEVI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) what is the degree of dental fluorosis in the country; and

(b) whether there is also widespread skeletal fluorosis and if so, details thereof?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) & (b) No definite country-wide data regarding the extent of dental or skeletal fluorosis is available.

**UNICEF'S call for elimination of prejudice against Leprosy**

1686. DR. CHINTA MOHAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the United Nations International Children Emergency Fund's call for elimination of prejudice against leprosy on the ground that leprosy is curable and non-contagious is in accordance with medical findings of World Health Organisation and findings of Indian Council of Medical Research and if so, why leprosy has been spreading fast;

(b) whether Government propose to launch a National Leprosy Eradication Programme based on United Nations International Children Emergency Fund's view for eradication of leprosy within ten years; and

(c) whether in view of persistent shortage of leprosy drugs, the subject of manufacturing of such drugs will be transferred to Health Ministry?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) UNICEF's publicity that leprosy is curable and non-contagious is based on the medical findings of World Health Organisation, Indian Council of Medical Research and all other Scientific Agencies. There is no evidence that leprosy is spreading fast. With the intensification of programme implementation, more hidden cases are being detected and treated.

(b) National Leprosy Eradication Programme is already in operation since 1983 and the goal is to arrest the disease actively in all known cases by 2000 A.D.

(c) There is no shortage of anti leprosy drugs in the country. There is no proposal at the moment for the transfer of the subject of manufacturing of anti leprosy drugs to Health Ministry.

**Adulteration in food and food products sold in Delhi**

1687. SHRI ANAND SINGH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether according to a recent survey by a voluntary women's organisation, viz. Mahila Dakshita Samiti, 25 per cent to 30 per cent of food and food products sold in Delhi are adulterated ;

(b) if so, the details thereof ; and

(c) the measures taken by Government to effectively prevent this adulteration ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) & (b) According to the survey carried out by the Mahila Dakshita Samiti, Delhi, during the years 1982 to 1985, 20 per cent of the commonly used edible articles have been found not conforming to the standards.

(c) The Department of P.F.A. Delhi Administration has intensified enforcement of P.F.A. Act in Delhi and offenders selling adulterated articles of food are punished under the provisions of the P.F.A. Act.

On 22nd February, 1986 a meeting of the State Health Ministers was held exclusively to discuss matters relating to implementation of P.F.A. Act and the drugs and Cosmetics Act. At the meeting, the Health and Family Welfare Minister urged the State Health Ministers to strengthen the P.F.A. machinery with the object of putting down adulteration in food items.

**Outlay for Technical and Vocational Education in Kerala**

1688. SHRI T. BASHEER : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state the total outlay in the Seventh Five Year Plan period for technical and vocational education in Kerala ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : The provision for Technical Education in the Seventh Plan of Kerala is Rs. 15 crores. The provision for Vocational Education in high schools and technical high schools in the Seventh Plan is Rs. 5 crores. In addition, the approved outlay for work experience programme including introduction of socially useful productive work is Rs. 30 lakhs under Elementary Education ; for work-oriented education under Secondary Education an outlay of Rs. 120 lakhs has been provided in the Seventh Plan of Kerala.

**Polavaram Project**

1689. SHRI BHATTAM SRIRAMA MURTY : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether an inspection was carried out of the Model studies of the Polavaram Project by the Chairman of the Central Water Commission in the month of June, 1985 ;

(b) whether recommendations have been received in the matter ; and

(c) whether Andhra Pradesh Government requested the Centre to accord clearance for this project without any financial commitment ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) & (b) The Director, Central Water and Power Research Station, Pune inspected the model in July 1985 and the recommendations have been forwarded for consideration by the Government of Andhra Pradesh.

(c) The State Government have requested the clearance of the Polavaram

Project, but have not provided the requisite outlay for the project in the VII Plan.

**Srisaïlam Left Bank Canal Scheme**

1690. SHRI BHATTAM SRIRAMA MURTY : Will the Minister of WATER RESOURCES be pleased to state ;

(a) whether the Andhra Pradesh Government sent for clearance to Central Water Commission in the year 1985 a detailed project report on Srisaïlam Left Bank Canal Scheme ;

(b) if so, what are the details of the scheme including the estimated cost and the extent of Ayacut etc. ;

(c) whether the centre has cleared the project ; and

(d) if not, reasons therefor ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) Yes, Sir.

(b) The project envisages diversion of 30 TMC of Krishna waters from the Srisaïlam Reservoir through a water conductor system of a Head Regulator, two tunnels of 39 km. and 7.25 km. and an open canal 137 km. long to provide irrigation to an Ayacut of 1.21 hectares in Nalgonda District and also drinking water supply to Nalgonda town. The project is estimated to cost Rs. 480 crores.

(c) & (d) The Central Water Commission has sent comments on the project on water availability, spillway design, dam design, gates design, foundation aspects and benefit-cost aspects to the Government of Andhra Pradesh during the period April, 1985 to October, 1985 for their clarification.

**Fire accidents in Visakhapatnam Port**

1691. SHRI BHATTAM SRIRAMA MURTY : Will the Minister of TRANSPORT be pleased to state :

(a) whether fire accidents occurred several times during the last one year in the Visakhapatnam Port involving huge loss of property ;

(b) if so, the number of times and dates when such fire occurred and the losses suffered on each occasion ;

(c) whether the reasons for fire accidents on each occasion have been ascertained after inquiry and if so, details thereof ;

(d) whether any measures to prevent fires were also proposed in such inquiry reports ; and

(e) if so, whether the measures have been implemented ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT : (SHRI RAJESH PILOT) : (a) & (b) Two serious fires occurred on 23.10.1985 and 24.10.1985 respectively in respect of sugar bags from China and stacked in port transit shed. Another minor fire accident occurred in one hatch of a sugar vessel at berth on 5.1.86. No damage to port property was reported.

(c) & (d) It has been ascertained from State Trading Corporation that about 800 tonnes sugar was affected. National Sugar Institute, Kanpur who studied the cause of fire in transit shed reported that fire appeared to have been caused by certain chemical changes in the polythene containers. Action was taken to observe preventive measures as recommended.

(e) The following measures have already been taken to prevent such fire accidents :—

(i) STC were asked to clear the sugar imported from China immediately on landing.

(ii) fire fighting equipment and fire watch arrangements made round the clock.

#### **Recognition to the Padmawati Women's University at Tirupati**

1692. SHRI BHATTAM SRIRAMA MURTY : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether it is a fact that recognition has not so far been accorded to the Padmawati Women's University at Tirupati by the University Grants Commission;

(b) when this University was opened and the reasons for not according recognition to the above University ; and

(c) the present position in this regard?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a), (b) and (c) The Padmawati Mahila Vishwavidyalaya, Tirupati was established on April 25, 1983, through the promulgation of an Ordinance by the Andhra Pradesh Government. The Vishwavidyalaya has not been declared fit to receive Central assistance in terms of the rules framed under Section 12 (B) of the UGC Act for the following reasons :

- (i) The Act of the University has not been amended in accordance with the suggestions made by the University Grants Commission ;
- (ii) Permanent assets worth Rs. 2 crores have not been actually created by the University ;
- (iii) construction of various academic buildings has not yet been undertaken ; and
- (iv) majority of the posts sanctioned by the State Government have not been filled.

#### **Nehru Yuvak Kendras in Karnataka**

1693. SHRI V.S. KRISHNA IYER : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) number of Nehru Yuvak Kendras started in Karnataka during 1985;

(b) number of such Kendras in rural areas; and

(c) the amount spent on Nehru Yuvak Kendras in Karnataka during the last three years ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA):

(a) No new Nehru Yuva Kendra was started in Karnataka during the year 1985. However, out of the 19 districts of Karnataka, 17 have already been sanctioned with a Nehru Yuva Kendra, out of which 12 NYKs have been operating.

(b) All Nehru Yuva Kendras in operation implement their programmes in rural areas.

(c) During the last three years, i.e., during 1983-84, 1984-85, and 1985-86, an amount of Rs. 45.5 lakhs (Approx.) has been spent on the Nehru Yuva Kendras in Karnataka.

**Introduction of local trains between Hosur and Bangalore**

1694. SHRI V. S. KRISHNA IYER : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government propose to start local trains between Hosur and Bangalore with increased frequency and minimum journey time during peak hours in view of traffic potential there; and

(b) whether Government propose to improve Hosur and Anekal Railway stations including the approach roads to increase the traffic potential ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir.

(b) No, Sir. The facilities provided at these stations are considered adequate for the present level of traffic. Approach roads at these stations have been repaired recently.

**Conversion of Salem-Bangalore metre gauge line into broad gauge**

1695. SHRI V. S. KRISHNA IYER : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any proposal before Government for the conversion of Salem-Bangalore metre gauge section into broad gauge; and

(b) if so, whether it will be taken up during 1986-87 ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir.

(b) Does not arise.

**Recovery of loans from Scholarship Holders**

1696. SHRI V. S. KRISHNA IYER : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government intend to collect the loan amounts from the scholarship holders of National Loan Scholarships on their getting jobs;

(b) whether it is a fact that the National Loan Scholarship holders at the degree and Post-graduate level have not repaid the loans even after a lapse of 5-6 years of the completion of their studies and getting jobs;

(c) if so, the total amount outstanding so far from these Scholarship holders; and

(d) number of persons who repaid the loans so far after getting jobs ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) Yes, Sir.

(b) to (d) The scheme of National Loan Scholarship is operated through the State Governments which maintain all records regarding the payment and recovery of loans.

Recoveries become due from scholars three years after termination of scholarships and a year after getting employment whichever is earlier. In case of scholars who join teaching profession or as



combatants in defence services repayment of loan is waived. State Governments are allowed to retain 50 per cent of the recoveries that they effect in regard to loans paid before 1974. This amount thus obtained by the State Governments is treated as grant-in-aid with a view to providing incentive to them to effect the recoveries.

Recovery of loan is made in instalments and is, therefore, a continuing process. Some States have however, reported to the Ministry cases of default in payment.

Approximately Rs. 717.59 lakhs have been recovered/written off against the total advances of Rs. 5014.30 lakhs.

#### **Scheme to start Rural Medical Colleges**

1697. SHRI VAKKOM PURUSHOTHAMAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether there is any scheme under the Government of India to start Rural Medical Colleges;

(b) whether there is any Rural Medical College at present in the country; and

(c) if so, taking into consideration the rural background of Alleppey, whether the Alleppey Medical College will be declared as a Rural Medical College under the Government of India ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) No, Sir.

(b) At present, there are two Medical Colleges which are located in the rural areas, namely, (i) Swami Ramanand Teerth Rural Medical College, Ambajogai and (ii) Mahatma Gandhi College of Medical Sciences, Sevagram, Wardha. Recently another Medical College has been started at Loni in the rural area of Maharashtra.

(c) The subject matter comes within the purview of the State Government of Kerala. Government of India has no such scheme.

#### **Scrap sold by Railways**

1698. SHRI CHINTAMANI JENA : Will the Minister of TRANSPORT be pleased to state :

(a) the quantity of scrap sold during the years 1983-84, 1984-85 and 1985-86 till date in each zone;

(b) what are the details of usual norms adopted for disposal of scrap;

(c) whether it is a fact that scrap was sold without following the usual norms prescribed resulting in loss of crores of rupees to the Railways; and

(d) whether Government have received complaints in this respect; if so, whether Government will consider to hold an enquiry into the matter and take action against the erring officials ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : The quantity of scrap sold during the years 1983-84, 1984-85 and 1985-86 till Jan. '86 in each zone is indicated in the statement given below.

(b) The norms adopted for disposal of scrap are well-defined, such as scrap for disposal is surveyed by Survey Committee consisting of senior officers of Stores and Technical Departments who examine the scrap material with a view to finding out whether scrap can be put to any alternative use. The material which cannot be used is recommended for disposal. The disposal is arranged through auction/tender sales which are given wide publicity through newspapers, auction catalogue, etc. Reserve price is fixed by nominated authority before the auction, taking into consideration the previous sale price, market trend and other factors. The highest bid is accepted by the authorities concerned subject to bid being over the reserve price and taking into consideration all aspects.

(c) No, Sir.

(d) Question does not arise in view of answer to (c) above. Individual complaints are, however, always examined on merits of each case and appropriate action is taken against the erring officials.

**Statement**  
**Quantity of Scrap Sold in each Zone**

	Central		Eastern		Northern				
	83-84	84-85	83-84	84-85	83-84	84-85	85-86		
1. Ferrous (In metric tonnes)	62,434	61,854	49,723	27,197	33,206	45,626	43,766	53,878	37,990
2. Non-ferrous (In metric tonnes)	845	670	610	—	77	63	231	310	685
3. Condemned Rolling Stock (In numbers)									
(a) Wagons	3,128	2,330	1,603	4,492	5,385	3,940	3,985	2,617	1,345
(b) Coaches	62	101	75	203	157	322	206	198	189
(c) Locos	3	16	14	217	17	109	176	28	89
(d) Others	94	180	112	—	7	—	25	34	50

	North Eastern		Northeast Frontier			Southern			
	83-84	84-85	83-84	84-85	85-86	83-84	84-85	85-86	
1. Ferrous (In metric tonnes)	13,068	19,123	14,868	7,776	12,107	5,739	50,184	42,412	38,156
2. Non-ferrous (In metric tonnes)	130	319	220	63	13	18	381	397	335
3. Condemned Rolling Stock (In numbers)									
(a) Wagons	754	514	515	486	397	226	1,110	1,138	568
(b) Coaches	75	71	113	134	158	132	109	127	146
(c) Locos	34	33	19	50	14	14	115	7	5
(d) Others	26	56	19	34	36	5	—	—	27

	South Central			South Eastern			Western		
	83-84	84-85	85-86	83-84	84-85	85-86	83-84	84-85	85-86
1. Ferrous (In metric tonnes)	19,092	25,792	24,439	52,697	32,410	36,246	39,703	44,921	39,374
2. Non-ferrous (In metric tonnes)	1,085	523	616	330	240	272	628	719	511
3. Condemned Rolling Stock (In numbers)									
(a) Wagons	739	1,464	693	2,360	2,745	1,408	2,262	2,432	1,001
(b) Coaches	125	109	81	229	33	88	270	194	212
(c) Locos	18	1	—	7	48	58	133	6	8
(d) Others	15	49	22	2	23	32	334	153	156
TOTAL									
	1983-84	1984-85	1985-86						
1. Ferrous (In metric tonnes)	3,15,917	3,25,703	2,92,161						
2. Non-ferrous (In metric tonnes)	3,693	3,268	3,330						
3. Condemned Rolling Stock (In numbers)									
(a) Wagons	19,316	19,022	11,299						
(b) Coaches	1,413	1,142	1,358						
(c) Locos	753	170	316						
(d) Others	530	538	423						

**Linking Patna-Purnea and Patna-Bhagalpur with Vayudoot Service**

1699. DR. G.S. RAJHANS : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any proposal under consideration to introduce Vayudoot services in Bihar on Patna-Purnea and Patna-Bhagalpur routes ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) & (b) Whereas Vayudoot has no plans for linking Bhagalpur in the immediate future, it proposes to provide an air service on the route Calcutta-Gaya-Patna-Purnea and back subject to availability of infrastructure and the economic viability of operations.

**Western Kosi Canal Project**

1700. DR. G.S. RAJHANS : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether there is inordinate delay in the completion of Western Kosi Canal project ;

(b) if so, the reasons thereof ; and

(c) the action taken to expedite the project ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (c) There has been delay in the completion of the Western Kosi Canal Project on account of land acquisition problems and inadequate allocation of funds. The construction of the project works is being monitored both at the State and the Central level, and the outlays for the project are also being earmarked in the State Plan.

**Construction of Overbridges**

1701. SHRI CHIRANJI LAL SHARMA : Will the Minister of TRANSPORT be pleased to state :

the details of programme included in the Seventh Five Year Plan for construction of over-bridges with their location, Zone wise ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT : (SHRI RAJESH PILOT) : The Planning Commission has approved an outlay of Rs. 891.75 crores for National Highways including bridges during the 7th Plan in November 1985. The programme for development of National Highways including overbridges is, however, yet to be finalised.

**Vaccine for treatment of cancer**

1702. SHRI CHIRANJI LAL SHARMA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether any new effective vaccine for treatment of cancer has been developed in the country ; and

(b) if so, how far the vaccine has been found to be effective ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) No, Sir.

(b) Does not arise

**Modernisation of Airports during Seventh Plan**

1703. SHRI CHIRANJI LAL SHARMA : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have a proposal to modernise some major Airports during the Seventh Plan period ; and

(b) if so, the details thereof and amount earmarked for the above purpose?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Yes, Sir.

(b) Against a total outlay of Rs. 2764 07 crores recommended for the Civil Aviation Sector, the Planning Commission

has pruned down the outlay of Rs. 730.21 crores. In view of this, outlays on the development and modernisation of airports earlier proposed will have to be revised, and therefore it is not possible to indicate amounts earmarked.

**Railway Bridge connecting Basaraha-Sultanganj over Ganga**

1704. Dr. C.S. VERMA : Will the Minister of TRANSPORT be pleased to state :

(a) whether the need to construct a railway bridge to connect Basaraha with Sultanganj over the Ganga river has been felt ;

(b) whether the construction of the bridge will have the way for development of North Bihar ; and

if so, whether there is any proposal to construct the bridge and if so, the details thereof and if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c) There is no proposal for a rail bridge over Ganga river at this location. A survey for a new rail bridge across Ganga river near Patna is however being carried out to determine its cost estimates and financial remunerativeness.

**Telephone facilities in trains**

1705. SHRI RADHAKANTA DIGAL: Will the Minister of TRANSPORT be pleased to state :

(a) whether phone facilities are proposed to be provided in the long distance trains in India as in some of the other countries ; and

(b) if so, the steps taken in the matter?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) There is no such proposal at present.

(b) Does not arise.

**Barak Dam Project**

1706. SHRI SUDARSAN DAS : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether the project Report for the proposed Barak Dam Project at Tipaimukh in Mizoram has been prepared and the techno-economic scrutiny completed ; and

(b) if so, when is the dam likely to be cleared ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) & (b) The Barak Dam Project at Tipaimukh estimated to cost Rs. 1078.00 crores with an installed capacity of 1500 MW of power is under techno-economic scrutiny by the Department of Power/Central Electricity Authority and will be considered for acceptance after its techno-economic viability is established.

**Assistance given to Orissa for irrigation schemes in Sixth Plan**

1707. SHRI SOMNATH RATH : Will the Minister of WATER RESOURCES be pleased to state :

(a) the amount of assistance sought by State Government of Orissa during the Sixth Plan period for minor; medium and major irrigation schemes; and

(b) the assistance given to the State Government for the irrigation schemes during the Sixth Plan by the Central Government ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) & (b) Irrigation projects are funded and implemented by the State Government as part of their developmental activities and Central assistance is given as block loans and grants and is not tied to any project or sector of development. However, during the Sixth Plan period, special central assistance of Rs. 15.59 crores for irrigation schemes was requested by the State Government but due to constraint of resources this could not be provided.

**Development of Railway Stations in Orissa**

1708. SHRI SOMNATH RATH : Will the Minister of TRANSPORT be pleased to state :

(a) what is the plan of Government to develop Railway Stations in Orissa during the Seventh Plan period and what is the number of Railway Stations which will be developed;

(b) what was the target of Government during the Sixth Plan period for the Orissa State; and

(c) whether the target was fully achieved, if not the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) VIIth Plan does not identify individual stations for development. Provision of additional passenger amenities is planned on year to year basis taking into consideration the comparative need and traffic at various stations and availability of funds.

(b) Since development of stations is planned on year to year basis as stated in answer to Part (a), no such targets were stipulated in VIth Plan.

(c) Does not arise.

**Upgradation of Indian Railway Institute of Mechanical and Electrical Engineering, Jamalpur**

1709. SHRI D. P. YADAVA : Will the Minister of TRANSPORT be pleased to state :

(a) the steps taken to upgrade the Indian Railways Institute of Mechanical and Electrical Engineering in Jamalpur as an Institute of National Importance; and

(b) the amount sanctioned for the same during 1984-85 and 1985-86 ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No.

(b) Does not arise.

**Steps to popularise Indian Culture**

1710. SHRI VIJAY N. PATIL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether it is a fact that there is considerable interest abroad in Indian culture after successful show of 'The Festival of India' in France and the U.S.A.; and

(b) if so, the steps Government are taking to popularise Indian culture abroad ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) Yes, Sir.

(b) The following steps are being taken by the Government to popularise Indian Culture abroad :

(1) Government of India has decided to hold Festival of India in USSR & Japan in 1987-88.

(2) Cultural Agreements are signed with various countries which envisage cultural exchange programmes in the field of education, art, culture, mass media, and various other activities.

(3) The Indian Council for Cultural Relations (ICCR) sponsors scholars, painters, sculptors, potters, dancers, musicians and folk artists and arranges exhibitions in a number of countries under Cultural Exchange Programmes.

(4) Publication of books on different aspects of Indian Culture in a number of foreign languages is undertaken by the ICCR for distribution to various cultural institutions abroad.

(5) Documentary and commercial films are also sent abroad for

screening by ICCR and books, musical instruments, Indian textiles and ornaments are sent to Indian Missions for presentation to various institutions.

- (6) Three Cultural Centres have been established at Fiji, Guyana and Surinam and a Cultural Window in Bonn. They organise regular classes in Indian dance, music, Hindi and Yoga.
- (7) Eminent scholars in the field of History, Hindi, Sanskrit, Tamil and other subjects are sent to teach in certain universities abroad for limited periods.
- (8) Indian missions abroad encourage participation of local Indian communities in the presentation and projection of Indian culture.

**Induction of diesel engines on Mettupalayam Udagamandalam (Ooty) metre gauge section**

1711. SHRI N. DENNIS : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any proposal under the consideration of Government to induct diesel traction on the Mettupalayam Udagamandalam (Ooty) metre gauge section, better known as the Nilgiri Railways, which is a major tourist attraction in South India; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) & (b) The feasibility of a suitable diesel locomotive to meet the special needs of this Section as an alternative to the existing steam traction is under examination.

**Requests for starting ferry service on Mondvi-Okha route in Gujarat**

1712. SHRI MOHANBHAI PATEL : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have received requests to start ferry service on the Mondvi-Okha route in Gujarat;

(b) if so, the action taken thereon;

(c) whether there is any proposal to start ferry service in Gujarat; and

(d) if so, on which routes ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) to (d) 3 applications from private parties covering the routes Mondvi-Okha and Surat-Bhavnagar have been received by the Director General of Shipping and are under examination.

**Universalisation of education**

1713. SHRI RANJIT SINGH GAEKWAD : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the constitutional goal about the programme of universalisation of education has not been achieved so far;

(b) if so, the total percentage of children in the age group of 6 to 11, enrolled in Primary Classes (between I to V), by the end of 1985;

(c) reasons for fall in the percentage of attendance in Primary Classes; and

(d) reason for not achieving the constitutional goal ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) Yes, Sir.

(b) According to the Seventh Plan document by the end of 1984-85, 91.84% of the children in the age-group 6-11 (classes I-V) are expected to have been enrolled.

(c) & (d) The VI plan envisaged that universalisation of elementary education would be achieved by 1990. For operational purposes it set the goal of achieving 95% enrolment at primary stage and



50% at middle stage by the end of 1984-85 and 100% for both by 1990. The main factors responsible for not achieving the goal of universalisation of elementary education so far are : (i) rapid increase in population; (ii) socio-economic factors; (iii) inadequacy of resources; (iv) inadequately provided schools; (v) conservative attitude and apathy of parents towards educating their children particularly girls; and (vi) in case of first generation learners the indifference of parents causing their children not to avail of educational facilities even where they are available.

**New trains introduced and proposed on Western Railway**

1714. SHRIMATI PATEL RAMABEN RAMJIBHAI MAVANI : Will the Minister of TRANSPORT be pleased to state :

(a) the number of new trains introduced on Indian Railways during 1985-86;

(b) the number of new trains introduced or extended on Western Railway during 1985-86;

(c) whether Government have received proposals for introduction on new trains in Gujrat; and

(d) if so, the details thereof and the reaction of Government thereto ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) :  
(a) During the year 1985-86 18 non-suburban and 34 suburban trains have been introduced out of which 8 non-suburban trains are compensatory services in lieu of trains cancelled.

(b) On Western Railway one pair of express trains was introduced between Bombay Central and Indore and the frequency of 509/510 Mandore Express was increased from 3 days a week to daily. Besides, 10 E.M.U. suburban trains were introduced in Bombay area.

(c) Yes.

(d) A statement indicating the demand for introduction/extension is given below. Introduction of trains and extension have

not been found feasible due to limitation of resources, and lack of terminal and section capacity.

**Statement**

**1. Main demands for introduction and extension of trains in Gujarat.**

**(a) Introduction of new trains :**

(i) Ahmedabad to Allahabad.

(ii) Ahmedabad to Rajkot.

(iii) Ahmedabad to Pune.

(iv) Ahmedabad to Vijayawada.

(v) Ahmedabad to Hyderabad.

**(b) Additional trains :**

(i) Baroda to Bombay Central.

(ii) Baroda to Surat.

(iii) Surat to Bhusawal.

(iv) Surat to Ukai Songadh.

**(c) Extension of trains :**

(i) 181/182 Sarvodaya Express to Rajkot.

(ii) 145/146 Navjivan Express to Rajkot.

(iii) 165/166 Sabarmati Express to Rajkot.

(iv) 133/134 Bombay-Ahmedabad Express to Rajkot.

(v) 345/346 Junagadh-Jatalsar Fast Passenger to Rajkot.

(vi) 345A/346A Veraval Junagadh Fast Passenger to Rajkot.

(vii) 63/64 Avadh Express to Okha.

(viii) 99/100 Valsad-Bharuch Passenger to Umargam.

**UGC scheme of promotion and ban on establishment of new universities**

1715. SYED SHAHABUDDIN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state ;

(a) whether the University Grants Commission scales of pay and the University Grants Commission scheme of promotion have been accepted in principle by all universities in the country;

(b) whether these have been implemented by all Universities;

(c) whether there is a general ban on the establishment of new universities by Government; and

(b) if not, the names of the Universities established since 1983 ?

THE MINISTER OF STATE IN THE

DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) and (b) The Universities of all States excepting those of Kerala have accepted and implemented the UGC scales of pay.

According to information furnished by the UGC 56 universities and 7 deemed universities have accepted and implemented the "Merit Promotion Scheme" introduced by the Commission.

(c) No, Sir.

(d) The following universities were established since 1983 :

Name of the University	Year of Establishment
1. Amravati University, Amravati (Maharashtra)	1983
2. Guru Ghasi Das University, Bilaspur (M.P.)	1983
3. Shri Padmavati Mahila Vishwavidyalayam Tirupati (Andhra Pradesh)	1983
4. Gandhiji University, Kottayam (Kerala)	1983
5. Mother Teresa Women's University, Kodaikanal (Tamil Nadu)	1984
6. Arunachal University, Itanagar	1985
7. Alagappa University, Karaikudi (Tamil Nadu)	1985
8. Indira Gandhi National Open University, New Delhi	1985
9. Goa University, Panaji	1985
10. Pondicherry University, Pondicherry	1985

#### Evaluation of area projects

1716. SHRI GURUDAS KAMAT : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that area projects undertaken by his Ministry have been a failure;

(b) if so, the reasons therefor; and

(c) measures proposed to be taken by the Government to improve the health service ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) No, Sir.

(b) Does not arise.

(c) The following activities have been

implemented intensively to improve the health services :

- (i) The Primary health care delivery system have been strengthened in the Project Districts. A number of Sub-Health Centres, Primary Health Centres and upgraded Primary Health Centres have been set up.
- (ii) Training of all levels of health workers and other staff, beginning at the level of traditional birth attendant to State level officers, which include basic training, refresher courses, management & communication training have been carried out.
- (iii) Information, Education and Communication activities and other demand generation activities, which promote health awareness, have been provided through Special Health Education courses.
- (iv) The Management Information and Evaluation Systems have been strengthened.
- (v) Certain innovative schemes have been developed so that where these schemes were found successful they could be replicated in the other parts of the State. These include schemes under the expanded programme of immunisation.

**Norms and Guidelines laid down by W.H.O. for safe delivery of contraceptive methods in Family Planning Programme**

1717. SHRI MOOL CHAND DAGA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that World Health Organisation has published norms and guidelines for the safe delivery of different contraceptive methods in National Family Planning Programmes and if so, whether Government have adopted the above and implemented the same;

(b) what publicity has been given to the guidelines so far for information of public; and

(c) whether it is also a fact that more research trials are being initiated by the Indian Council of Medical Research to test a variety of new female contraceptive methods which have not been approved in other developed countries and whose long term health risks were not known and if so, the reasons therefor ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) & (b) Yes. The guidelines have been prepared by W.H.O. for the safe use of contraceptive methods and the same have been consulted while I.C.M.R. formulated the guidelines for the Ministry of Health and Family Welfare. These guidelines have been widely circulated to the implementing agencies.

(c) The Indian Council of Medical Research has not initiated any clinical trial to test a variety of new female contraceptive methods which have not been approved by other developed countries and whose long term health risks are not known.

**Check on maldistribution of paper to States**

1718. SHRI V. TULSI RAM :

SHRI HAROOBHAI MEHTA :

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether it is a fact that the prices of text and exercise books for use of students in the country are rising simultaneously;

(b) the quantity and quality of paper supplied to Andhra Pradesh and reasons for short supply thereof;

(c) whether Government have received any representation from Gujarat that out of 7417 million tonnes of concessional paper allotted to Gujarat State Text Book Board, the Board has been supplied only

3181.991 million tonnes of paper upto 25 January, 1986; and

(d) if so, the steps being taken by Government to put a check on the maldistributions of paper in States together with the detail of paper supplied to each State for use of text and exercise books for the use of students ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) The prices of school text books and exercise books are fixed in the context of the price of the concessional white printing papers. Every increase in the price of the concessional paper has its simultaneous effects on the price of text books and exercise books.

(b) The State of Andhra Pradesh has been allocated 4655 MTs and 3724 MTs for school text books and exercise books respectively during the year 1985-86. The mills have yet to clear a backlog of 10631 MTs of paper for the period from 1983-84 onwards.

(c) In November 1985, the Gujarat State Board of School Text Books had written that against the allotment of 7417 MTs for school text books and exercise books, the Board has received only 2519.384 MTs of paper.

Complaints are received from time to time regarding short supply of white printing paper by different paper mills against the allocations made on them. These are brought to the notice of the mills through the Ministry of Industry and suitable directions issued expediting supplies. Periodic meetings are held with representatives of the mills convened by the Ministry of Industry to review the supply position and for clearance of backlog, if any, in supplies.

(d) The quantities of paper allocated to the States/UTs during 1985-86 is attached (Annexure).

#### Delay in Circular Railway Projects

1719. SHRI PRIYA RANJAN DAS MUNSI : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware that due to West Bengal State Government's

non-compliance of certain obligations, the project of circular railway is not gaining any progress;

(b) if so, what action Government will take for the speedy implementation of this project in West Bengal; and

(c) when the above project was started and originally to be completed ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) It is correct that the linking of Circular Railway from Ultadanga to Dum Dum is held up due to West Bengal Government not yet agreeing to remove the encroacher from this section and bear the cost of doing so.

(b) The State Government have been requested to get the Railway land under unauthorised occupation between Ultadanga Road station and Dum Dum Junction vacated and hand over vacant possession of the land to Eastern Railway.

(c) The construction work was commenced in April, 1984. The project was envisaged to be completed by 1990 subject to availability of resources

#### Construction of Dam on river Deahang

1720. SHRI E. AYYAPU REDDY : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether there is any proposal to construct a Dam on the river 'Deahang' Tributary of Brahmaputra for generating power; and

(b) if so, the estimated outlay of the said project and the estimated power generation ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) :

(a) Yes, Sir. A feasibility report has been prepared for this project by the Brahmaputra Board.

(b) The estimated cost of the project is Rs. 8,300/- crores and the estimated installed capacity is 20,000 MW of power.

**Bankura-Damodar River Railway**

1721. SHRI BASUDEB ACHARIA : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that management of Bankura Damodar River Railway was taken over from the private management in the year 1967;

(b) whether it is also a fact that the same has not yet been nationalised;

(c) whether Government propose to Nationalise this railway line; and

(d) whether this railway serves large areas of rural Bengal ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) & (b) Yes, Sir.

(c) The question of purchase will be examined with reference to the provisions of the Agreement between the Central Government and the Company.

(d) This line runs from Bankura to Rainagar mostly in rural Bengal and is about 96 Kms. long.

**Eradication of Illiteracy**

1722. SHRI D. K. NAIKAR : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the percentage of literacy in respect of male and female before Independence and the percentage today;

(b) the total amount spent to eradicate illiteracy;

(c) whether there is any special programme to eradicate illiteracy in respect of backward and tribal areas; and if so, the salient features of the programme; and

(d) whether any team has been set up to go into this question and submit report; and if so, what are their recommendations ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) Literacy rate in the country is measured only through the census conducted once in ten years by the Registrar General of India. According to 1941 Census held before independence, percentage of literacy in India was 24.90 for male and 7.30 for female the comparable figures according to 1951 Census being 23.54 for male and 7.63 for female. Literacy rates for male and female, as per 1981 Census are 46.89% and 24.82% respectively.

(b) Expenditure incurred on Adult Education since First Five Year Plan is given below :

(Rs. in crore)

1st Plan	2nd Plan	3rd Plan	4th Plan	5th Plan	6th Plan
5.00	4.00	2.00	5.90	32.6	163.00

(c) Adult Education Programme stipulates coverage of backward and tribal areas. Following special steps have been taken in this regard :—

(1) The State Governments and Union Territories have been advised to :

(a) Cover on priority basis all the districts having literacy rate below national average;

(b) Ensure that at least 50% of the learners enrolled in the Adult Education Centres are women, 30% Scheduled Castes and 16% Scheduled Tribes.

(c) Make special efforts to enrol the weaker sections of the society;

(d) Give priority to the opening of the adult education centres in the rural and tribal areas and to locate such centres in bastis of SC/ST as far as possible;

(e) Lay special emphasis on post-literacy and follow up programme to ensure that neo-literates do not lapse into illiteracy;

(2) Involvement of students in the removal of illiteracy has been stepped up by the University Grants Commission.

(3) Use of mass media-folk, traditional and modern-is being made for motivational promotional and instructional purposes.

(4) Linkages of adult education programme with various developmental programmes have been emphasised.

(d) No, Sir.

**Utility of funds provided and non-utilisation of funds by States *Re* : family Planning Programme**

1723. SHRI BALASAHEB VIKHE PATIL : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have monitored the utilisation of funds provided

to the State Governments for the implementation of family welfare programmes during the last three years;

(b) if so, whether it is a fact that funds provided under the above scheme to some of the State Governments have not been utilised by them in full;

(c) if so, details thereof, State-wise; and

(d) whether Government have issued any guidelines in this regard, and if so, outcome thereof ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (d) Utilisation of funds to State Governments under Family Welfare Programme is monitored through quarterly expenditure reports as per guidelines issued. Release of funds takes into account unutilised funds with the States, which are adjusted in subsequent years. A Statement showing provisional figures of unutilised money with the State Governments is given below.

**Statement**

Family Welfare Programme—Release of funds and expenditure incurred under the Programme during 1982-83 to 1984-85

(Rs. in Lakhs)

State	Amount Released (excluding arrear payments for earlier years)	Expenditure (provisional)	Unspent Balance with States (+)/ excess exp. (—)
(1)	(2)	(3)	(4)
1. Andhra Pradesh	8396.44	9372.60	(—) 976.16
2. Assam	2239.20	2036.55	(+) 202.65
3. Bihar	6858.91	7284.14	(—) 425.23
4. Gujarat	5837.56	7547.76	(—) 1710.20
5. Haryana	2497.03	2612.67	(—) 115.64
6. Himachal Pradesh	2012.98	1382.96	(+) 630.02
7. J & K	572.18	570.78	(+) 1.40
8. Karnataka	4710.81	4633.99	(+) 76.82

1	2	3		4
9. Kerala	3270.43	3643.65	(—)	373.22
10. Madhya Pradesh	7291.89	6719.60	(+)	572.29
11. Maharashtra	9892.35	10186.76	(—)	294.41
12. Manipur	349.51	336.96	(+)	12.55
13. Meghalaya	248.53	241.30	(+)	7.23
14. Nagaland	139.30	184.85	(—)	45.55
15. Orissa	5701.64	5596.99	(+)	104.65
16. Punjab	3425.84	2450.75	(+)	975.09
17. Rajasthan	4111.47	4276.46	(—)	164.99
18. Sikkim	106.46	87.61	(+)	18.85
19. Tamil Nadu	6274.58	5698.05	(+)	576.53
20. Tripura	227.33	186.45	(+)	40.88
21. Uttar Pradesh	15475.82	17232.41	(—)	1756.59
22. West Bengal	5983.52	5442.46	(+)	541.06
Total :	95623.78	97725.75	(—)	5861.99/
			(+)	3760.02
			= (—)	2101.97

**Allocation to States to curb population growth during Seventh Plan period**

1724. SHRI BANWARI LAL PUROHIT : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the details of the allocations to be made to each State for curbing population growth during the Seventh Plan period ; and

(b) the extent to which the curb on population growth is estimated to be made ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) :

(a) Funds are allocated to States/Union

Territories each year based on the performance level to be achieved under the Family Welfare Programme.

(b) The achievement of targets set for the VII<sup>th</sup> five year plan period is expected to lead to a crude birth rate of 27, crude death rate of 10, Infant Mortality rate of 87 per 1000 live births and couple protection rate of 42%.

**Incidence of Tuberculosis and need for Anti T.B. Drugs**

1725. DR. G. VIJAYA RAMA RAO: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state the details of the incidence of Tuberculosis in the country at present and what is the minimal need of anti T.B. drugs for treatment ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : According to the National Sample TB Survey conducted by the Indian Council of Medical Research in different parts of the country in 1955-58 and the findings of limited surveys conducted in subsequent years in different parts of the country, it is estimated that nearly 1.5 per cent of the population is suffering from radiologically active TB disease of the lungs of which nearly 1/4th i.e. 0.4 % are sputum positive or infectious. Nearly 1.25 to 1.3 million new T.B. cases are reported to be detected under the Programme each year. Since the average cost of treatment of a TB patient is Rs. 150/- to Rs. 200/- (per patient) the minimum cost of anti TB drugs required for treatment of the patients detected under the Programme would amount to about Rs. 20 to Rs. 25 crores annually.

[Translation]

**Achievements of rural adult education programme during Seventh Plan**

1726. SHRI DILEEP SINGH BHURIA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the target of percentage of rural literacy in the country at the end of the Sixth Five Year Plan ;

(b) whether it is a fact that inspite of a comprehensive adult education programme there has not been any appreciable increase in literacy percentage ; and

(c) if so, the reasons for this failure ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) No specific target in respect of percentage of rural literacy to be reached by the end of Sixth Plan was fixed. It was envisaged in the Sixth Five Year Plan that nearly 11 crore illiterates in the age of group 15-35 be enrolled under the adult education programme by 1990.

(b) & (c) It is not a fact that adult

education programme has made no impact on literacy percentage. Specific increase in literacy percentage will be known after the next census is held in 1991. The literacy position in 15-35 age group has increased from 2.54 crores in 1951 to 11.11 crores in 1981.

[English]

**Total outlay and expenditure on adult education during Sixth Plan**

1727. SHRI G. BHOOPATHY : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the total outlay and expenditure on adult education during Sixth Plan and the performance in relation to targets fixed with break-up figures for different States ;

(b) the achievements made by Andhra Pradesh in the field of adult education during Sixth Plan Period ; and

(c) the present policy of the Government in this matter ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) Total outlays and expenditure sector-wise on adult education during sixth plan are given below :—

Sector	Outlay	Expenditure
	(Rs. in crores)	
Central	68.00	96.00
State	66.83	66.64

No targets were fixed during the period from 1980-81 to 1981-82. The progress made during the first two years of the Sixth Plan in enrolling adult illiterates is as under :—

1980-81	—	25.91 lakhs
1981-82	—	30.99 lakhs



Physical targets for the years 1982-83 to 1984-85 were fixed. A statement showing state-wise enrolment vis-a-vis targets is given below.

(b) In implementing adult education programmes, the main thrust has been given to intensive coverage of educationally backward areas. Andhra Pradesh being one of the nine educationally backward State, has been given due importance. 13,15,901 learners have been enrolled during Sixth Plan period under various schemes. Details of the Schemes which have been implemented in the State of Andhra Pradesh are given below :—

- (i) 26 Rural Functional Literacy Projects have been sanctioned. The expenditure incurred during Sixth Plan is Rs. 5.83 crores.
- (ii) 28 Voluntary Agencies have been provided grant of 44.24 lakhs during the period from 1982-83 to 1984-85 for running 1350 Adult Education Centres.
- (iii) University Grants Commission has sanctioned 3739 adult education centres to five universities during the period from 1982-83 to 1984-85.

(iv) Two new Shramik Vidyapeeths were set up in Andhra Pradesh under the Central Scheme in addition to two existing institutions.

(v) Under the State Adult Education Programme (SAEP) expenditure of Rs. 276.00 lakhs has been incurred during 1980-85 against an outlay of Rs. 300.00 lakhs available for 6th Plan in the State Sector.

(c) Government of India have accorded high priority to the Adult Education Programme by its inclusion in the Minimum Needs Programme and the New 20-Point Programme. Seventh Five Year Plan stipulates that adult literacy programmes will be pursued with the objective of covering all illiterates in the age-group 15-35 by 1990, with major thrust on development of a programme of continuing adult education and post-literacy, follow-up, effective linkages with various developmental programmes of rural development and family welfare, larger involvement of voluntary agencies, Nehru Yuvak Kendras, National Service Scheme, and launching a mass programmes for eradication of illiteracy.

#### Statement

(Figures in lakhs)

Sl. No.	State/UT	1982-83		1983-84		1984-85	
		Targets	Achievement	Targets	Achievement	Targets	Achievement
1.	2	3	4	5	6	7	8
1.	Andhra Pradesh	2.16	2.74	4.60	2.74	4.18	3.63
2.	Assam	2.82	0.77	2.25	1.75	2.74	2.83
3.	Bihar	4.50	7.08	5.50	5.54	7.00	6.73
4.	Gujarat	3.00	2.09	3.00	1.90	3.50	3.60
5.	Haryana	1.00	1.17	1.20	1.21	1.50	1.54
6.	Himachal Pradesh	0.25	0.22	0.30	0.21	0.36	0.24
7.	J & K	1.18	0.66	0.75	0.69	0.90	0.84
8.	Karnataka	2.40	2.19	2.50	3.22	3.00	3.69

1	2	3	4	5	6	7	8
9.	Kerala	1.00	0.91	1.00	1.08	1.00	0.17
10.	Madhya Pradesh	3.66	5.07	5.00	5.88	6.36	6.78
11.	Maharashtra	3.02	3.21	3.50	4.10	4.50	5.38
12.	Manipur	0.60	0.07	0.36	0.30	0.45	0.34
13.	Meghalaya	0.36	0.18	0.36	0.13	0.37	0.06
14.	Nagaland	0.25	0.17	0.18	0.18	0.18	0.14
15.	Orissa	1.17	1.43	1.53	1.47	2.00	2.07
16.	Punjab	0.84	0.75	1.00	1.13	1.00	1.10
17.	Rajasthan	2.50	2.69	3.00	3.27	3.30	3.58
18.	Sikkim	0.20	0.12	0.15	0.13	0.18	0.15
19.	Tamil Nadu	3.96	3.65	4.25	5.61	5.50	6.04
20.	Tripura *	0.50	0.36	0.40	0.37	0.34	0.39
21.	Uttar Pradesh	5.50	3.73	5.50	5.48	6.90	7.04
22.	West Bengal	3.50	3.37	4.56	4.52	4.78	4.24
23.	A & N Islands	0.02	0.04	0.02	0.04	0.02	0.03
24.	Arunachal Pradesh	0.15	0.16	0.20	0.19	0.20	0.20
25.	Chandigarh	0.05	0.06	0.06	0.07	0.06	0.08
26.	D & N Haveli	0.02	0.02	0.02	0.02	0.02	0.02
27.	Delhi	0.40	0.40	0.50	0.44	0.80	0.48
28.	Goa, Daman & Diu	0.07	0.015	0.08	0.01	0.10	0.03
29.	Lakshadweep	0.01	0.011	0.01	0.01	0.012	0.002
30.	Mizoram	0.10	0.073	0.11	0.13	0.12	0.12
31.	Pondicherry	0.13	0.17	0.18	0.18	0.18	0.19
Total :		45.32	43.57	52.07	51.48	61.55	61.77

**Deaths of children due to Diarrhoea and preventive measures**

1728. DR. T. KALPANA DEVI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether diarrhoea is a major killer of children in India and if so, estimated

number of annual childhood deaths due to this disease;

(b) whether most of these deaths are easily preventable and if so, why preventive measures for dehydration are not being taken; and

(c) whether these deaths are largely a

reflection of our poverty including malnutrition, poor sanitation and primitive housing etc. ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) Yes, Sir. However, no specific data regarding the death of children due exclusively to diarrhoeal diseases is available.

(b) & (c) Diarrhoea is usually precipitated by lower levels of sanitation and personal hygiene, lack of safe water supply etc. The Government is actively promoting oral rehydration therapy as preventive measure for dehydration through the promotion of health educational programmes in the community and the training of health workers. Oral rehydration salts are also being supplied to the village health guides and the sub-centres.

#### National Diarrhoeal Disease Programme

1729. DR. T. KALPANA DEVI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether a National Diarrhoeal diseases Programme was initiated in Sixth Plan and if so, the details thereof showing achievements made;

(b) whether mortality and morbidity has decreased as a result of the above programme?

(c) whether surveys assigned to three National Institutes NICD, New Delhi, AIIHPH Calcutta and NIHF New Delhi have been completed and if so, details thereof; and

(d) whether any voluntary agencies have been involved in this effort and if so, the details thereof ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) Yes, Sir.

(b) A declining trend has been observed.

(c) The surveys have been completed and the reports are under compilation.

(d) The Institute of Rural Health and Family Welfare, Gandhigram was associated with the study.

#### Proposal to set up Sanskrit University

1730. SHRI SURESH KURUP : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(b) whether there is any proposal to start a Sanskrit University; and

(b) if so, the place where it is intended to be established and the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) No such proposal is under consideration of the government at present.

(b) Does not arise.

#### Vacant seats in School of Social Sciences in J.N.U.

1731. SHRI SURESH KURUP : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether it is a fact that 53 per cent of the seats in the 1984-86 M.A. batch in the School of Social Sciences, Jawaharlal Nehru University are lying vacant; and

(b) if so, the reasons thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) According to the information furnished by the Jawaharlal Nehru University, 35% and 30% of the seats in M.A. programme in the School of Social Sciences could not be filled during the academic years 1984-85 and 1985-86 respectively.

(b) The admissions to the University are made on the basis of an all-India entrance examination. A sizeable number of candidates who were offered admission,

had qualified for two or more discipline, but they could join only one programme according to their choice.

**Year-wise planned target for goods both originating and tonne-kilometre from the year 1984-85**

1732. SHRI AJIT KUMAR SAHA : Will the Minister of TRANSPORT be pleased to state year-wise planned target for goods-both originating and tonne-kilometre from the year 1984-85 ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : The following are the planned original budget targets for originating revenue earning tonnage and tonne kilometres :

(In millions)

Year	Tonnes originating	Net tonne Kilometres
1984-85	245.00	172,412
1985-86	250.00	180,575
1986-87	267.00	191,385

12.00 hrs.

[English]

PROF. MADHU DANDAVATE : I am raising a privilege issue.

MR. SPEAKER : I have disallowed it No.

SHRI BASUDEB ACHARIA : Please listen to us.

MR. SPEAKER : I have disallowed it. After my ruling, there is nothing. Not allowed.

(Interruptions)\*\*

MR. SPEAKER : After my ruling, there can be no discussion on that subject.  
(Interruptions)\*\*

MR. SPEAKER : I have given my ruling.

(Interruptions)\*\*

MR. SPEAKER : Now, papers to be laid.

12.01 hrs.

[English]

PAPERS LAID ON THE TABLE

**Annual Reports of Narmada Control Authority for 1984-85 and Betwa River Board, Jhansi for 1984-85 and statement for delay in laying the Annual Report of Betwa River Board Jhansi for 1984-85.**

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : I beg to lay on the Table—

- (1) A copy of the Annual Report (Hindi and English versions) of the Narmada Control Authority for the year 1984-85 along with Audited Accounts.  
[Placed in Library See No. LT-2147/86]
- (2) A copy of the Annual Report (Hindi and English versions) of the Betwa River Board, Jhansi, for the year 1984-85 along with Audited Accounts.  
[Placed in Library See No. LT-2148/86]
- (3) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.  
[Placed in Library See No. LT-2148/86].

**Annual Report, Annual Account and Review on the working of Indian Council of Medical Research, New Delhi for 1984-85**

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : I beg to lay on the Table—

- (1) A copy by the Annual Report (Hindi and English versions) of the Indian Council of Medical Research, New Delhi, for the year 1984-85.

- (2) A copy of the Annual Accounts (Hindi and English versions) of the Indian Council of Medical Research, New Delhi, for the year 1984-85 together with Audit Report thereon.
- (3) A copy of the Review (Hindi and English versions) by the Government on the working of the Indian Council of Medical Research, New Delhi, for the year 1984-85. [Placed in Library See No. LT-2149/86]

*(Interruptions)*

MR.SPEAKER : I have seen it. I do not find anything.

**Review on the working of and Annual Report of Indian Road Construction Corporation Ltd. New Delhi for 1984-85 and Statement for delay in laying these papers, Annual Administration Reports and Reviews on the working of Calcutta Port Trust for 1984-85 and Bombay Port Trust for 1984-85 etc. etc**

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : I beg to lay on the Table—

- (1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956 :—
- (i) Review by the Government on the working of the Indian Road Construction Corporation Limited, New Delhi, for the year 1984-85.
- (ii) Annual Report of the Indian Road Construction Corporation Limited, New Delhi, for the year 1984-85 along with Audited Accounts and the comments of the comptroller and Auditor General thereon. [Placed in Library See No. LT-2150/86]

- (2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above. [Placed in Library See No. L.T.-2150/86]
- (3) (i) A copy of the Annual Administration Report (Hindi and English versions) of the Calcutta Port Trust for the year 1984-85.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Calcutta Port Trust for the year 1984-85. [Placed in Library. See No. LT-2151/86]
- (4) (i) A copy of the Annual Administration Report (Hindi and English versions) of the Bombay Port Trust for the year 1984-85.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Bombay Port Trust for the year 1984-85. [Placed in Library. See No. LT-2152/86]
- (5) A copy each of the following papers (Hindi and English versions) under sub-section (2) of section 103 of the Major Port Trusts Act, 1963 :—
- (a) (i) Annual Accounts of the Calcutta Port Trust for the year 1984-85 and the Audit Report thereon.
- (ii) Review by the Government on the Annual Accounts and Audit Report of the Calcutta Port Trust for the year 1984-85. [Placed in Library See No. LT-2153/86]
- (b) (i) Annual Accounts of the Paradip Port Trust for the year 1984-85 and the Audit Report thereon.

- (ii) Review by the Government on the Annual Accounts and Audit Report of the Paradip Port Trust for the year 1984-85. [Placed in Library. See No. LT-2154/86]
- (c) (i) Annual Accounts of the New Mangalore Port Trust for the year 1984-85 and the Audit Report thereon.
- (ii) Review by the Government on the Annual Accounts and the Audit Report of the New Mangalore Port Trust for the year 1984-85. [Placed in Library. See No. LT-2155/86]
- (d) (i) Annual Accounts of the Bombay Port Trust for the year 1984-85 and the Audit Report thereon.
- (ii) Review by the Government on the Annual Accounts & the Audit Report of the Bombay Port Trust for the year 1984-85. [Placed in Library. See No. LT-2156/86]
- (e) (i) Annual Accounts of the Madras Port Trust for the year 1984-85 and the Audit Report thereon.
- (ii) Review by the Government on the Annual Accounts and the Audit Report of the Madras Port Trust for the year 1984-85. [Placed in Library. See No. LT-2157/86]
- (f) (i) Annual Accounts of the Mormugao Port Trust for the year 1984-85 and the Audit Report thereon.
- (ii) Review by the Government on the Annual Accounts and the Audit Report of the Mormugao Port Trust for the year 1984-85. [Placed in Library. See No. LT-2158/86]

- (g) (i) Annual Accounts of the Visakhapatnam Port Trust for the year 1984-85 and the Audit Report thereon.
- (ii) Review by the Government on the Annual Accounts and the Audit Report of the Visakhapatnam Port Trust for the year 1984-85. [Placed in Library. See No. LT-2159/86.]
- (i) (i) Annual Accounts of the Tuticorin Port Trust for the year 1984-85 and the Audit Report thereon.
- (ii) Review by the Government on the Annual Accounts and the Audit Report of the Tuticorin Port Trust for the year 1984-85. [Placed in Library. See No. LT-2160/86]

**Annual reports, Annual Accounts and Reviews on the working of Indian Institute of Technology, Delhi for 1984-85 and Indian Institute of Technology, Madras for 1984-85 and Statement for delay in laying these papers etc. etc.**

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : I beg to lay on the Table—

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology, Delhi, for the year 1984-85.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Technology, Delhi, for the year 1984-85 together with Audit Report thereon, under sub-section (4) of section 23 of the Institutes of Technology Act, 1961.
- (iii) A copy of the Review (Hindi and English versions) by the Government on the working of the Indian Institute of Technology, Delhi, for the year 1984-85.

- (2) Two statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT-2161/86].

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology, Madras, for the year 1984-85.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Technology, Madras, for the year 1984-85, together with Audit Report thereon, under sub-section (4) of section 23 of the Institutes of Technology Act, 1961.

(iii) A copy of the Review (Hindi and English versions) by the Government on the working of the Indian Institute of Technology, Madras, for the year 1984-85.

- (4) Two statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library. See No. LT-2162/86]

- (5) A copy of the Annual Accounts (Hindi and English versions) of the Kendriya Vidyalaya Sangathan, New Delhi, for the year 1984-85, together with Audit Report thereon;

- (6) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library. See No. LT-2163/86]

- (7) A statement (Hindi and English versions) explaining the reasons for not laying the Annual Report and Audited Accounts of the National School of Drama, New Delhi, for the year 1984-85 within

the stipulated period of nine months after the close of the Accounting Year.

[Placed in Library. See No. LT-2164/86]

- (8) A statement (Hindi and English versions) explaining the reasons for not laying the Annual Report and Audited Accounts of the Regional Engineering Colleges, Srinager, Rourkela and Silchar and Audited Accounts of the Regional Engineering Colleges, Allahabad, Bhopal, Durgapur, Jaipur, Srinagar, Jamshedpur, Rourkela and Silchar for the year 1984-85 within the stipulated period of nine months after the close of the Accounting Year. [Placed in Library See No. LT-2165/86]

**Annual Report, Annual Accounts and Review on the working of National Institute of Health and Family Welfare, New Delhi for 19 4-85 and Statement for delay in laying these papers.**

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : I beg to lay on the Table—

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Health and Family Welfare, New Delhi, for the year 1984-85.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the National Institute of Health and Family Welfare, New Delhi, for the year 1984-85 together with Audit Report thereon.

(iii) A copy of the Review (Hindi & English versions) by the Government on the working of the National Institute of Health and Family Welfare, New Delhi, for the year 1984-85.

- (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-2166/86]

*(Interruptions)*

MR. SPEAKER : I cannot be cowed down by anybody in this House.

12.03 hrs.

MESSAGES FROM RAJYA SABHA

*(English)*

SECRETARY-GENERAL : Sir, I have to report the following messages received from the Secretary-General of Rajya Sabha :—

- (i) "In accordance with the provisions of rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 5th March, 1986, agreed without any amendment to the Spices Board Bill, 1986, which was passed by the Lok Sabha at its sitting held on the 21st February, 1986."
- (ii) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Spices Cess Bill 1986, which was passed by the Lok Sabha at its sitting held on the 21st Feb., 1986 and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

PETITION RE : PROVISION FOR ELEMENTARY SAFETY AND MINIMUM CIVIC AMENITIES IN JEEVAN BIMA NAGAR, BORIVALI (WEST), BOMBAY

*[English]*

SHRI ANOOPCHAND SHAH (Bombay North) : I beg to present a petition signed by Shri L.S. Coutinho, Chairman, Association of Jeevan Bima Nagar Owners and Co-operative Housing Societies Limited, Borivali, (West), Bombay and others regarding provision for elementary safety and minimum civic amenities in Jeevan Bima Nagar, Borivali, (West), Bombay.

12.04 hrs.

ELECTIONS TO COUNCILS

*[English]*

- (i) All India Council for Technical Education.

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI) : I beg to move :

"That in pursuance of clause 1(g) of paragraph 3 of the Ministry of Education Resolution No. F. 16-10/44-E. III, dated the 30th November, 1945, 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 All India Council for Technical Education for the term ending on the 31st July, 1988 subject to the other provisions of the said Resolution."

MR. SPEAKER : The question is :

"That in pursuance of clause 1(g) of paragraph 3 of the Ministry of Education Resolution No. F. 16-10/4-4-E. III, dated the 30th



November, 1945 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 All India Council for Technical Education for the term ending on the 31st July, 1988, subject to the other provisions of the said Resolution."

*The motion was adopted.*

(ii) **Council of the Indian Institute of Science, Bangalore.**

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION & CULTURE (SHRIMATI SUSHILA ROHATGI) : I beg to move the following :—

"That in pursuance of sub-clause (e) of clause 9(1) of the Scheme for the Administration and Management of the Properties and Funds of the Indian Institute of Science, Bangalore, read with Regulations 3.1 and 3.1.1 of the Regulations of the Institute, 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 Council of the Indian Institute of Science, Bangalore, for the term ending on the 30th December, 1989."

MR. SPEAKER : The question is :

"That in pursuance of sub-clause (e) of clause 9(1) of the Scheme for the Administration and Management of the Properties and Funds of the Indian Institute of Science, Bangalore, read with Regulations 3.1 and 3.1.1 of the Regulations of the Institute, 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 Council of the Indian Institute of Science, Bangalore, for the term ending on the 30th December, 1989."

*The motion was adopted.*

MR. SPEAKER : I have not allowed any question of privilege. That is my ruling:

*(Interruptions)*

MR. SPEAKER : Hon. Members, you must realise that my ruling is ruling; it cannot be reversed; it cannot be challenged.

*(Interruptions)*

MR. SPEAKER : Not allowed. There is no privilege. I have disallowed it; I do not admit it. If you have got anything further to say, you can come to me.

*(Interruptions)*

MR. SPEAKER : You read the rules and then come to me.

*(Interruptions)*

SHRI BASUDEB ACHARIA : Why are you disallowing it?

MR. SPEAKER : Because I am not satisfied.

*(Interruptions)*

MR. SPEAKER : No reason need be given. I have disallowed it.

*(Interruptions)*

MR. SPEAKER : We will now take up matters under Rule 377. Prof Nirmala Kumari Shaktawat.

*(Translation)*

Yes, Nirmalaji, please read your matter under Rule 377.

*[English]*

SHRI BASUDEB ACHARIA : I am on a point of order, Sir.

*(Interruptions)\**

MR. SPEAKER : Yes, what is your point of order ?

SHRI BASUDEB ACHARIA : The Prime Minister.....

*(Interruptions)\**

MR. SPEAKER : No. Overruled.  
*(Interruptions)*

MR. SPEAKER ; No question. No. question at all.

\*Not recorded.

[*Translation*]

Nirmalaji, you may please start.

[*English*]

PROF. MADHU DANDAVATE : I am on a point of order.

MR. SPEAKER : What is your point of order ?

(*Interruptions*)

MR. SPEAKER : I have allowed him, Yes, Professor, what is your point of order ?

PROF. MADHU DANDAVATE : My point of order is, the Leader of the House.....

(*Interruptions*)\*

MR. SPEAKER : No, not allowed. This is regarding my ruling. No. Not allowed.

(*Interruptions*)\*

MR. SPEAKER : No, no, not allowed.

Professor Sahib, you are a very old and quite an experienced hand and after my ruling you are subjecting me to this ! No question.

(*Interruptions*)\*

MR. SPEAKER : I have seen it. I am satisfied that I am right. It is all right now.

PROF. MADHU DANDAVATE : Sir.....

(*Interruptions*)

PROF. K.K. TEWARY : Sir, the well laid down conventions of the House and the Rules of the House enjoin upon the Members not to defy the Speaker's ruling, once a ruling has been given.

MR. SPEAKER : That is what I am saying, Sir.

(*Interruptions*)

12.06 hrs.

(PROF. MADHU DANDAVATE AND SOME OTHER HON. MEMBERS THEN LEFT THE HOUSE)

PROF. K.K. TEWARY : This is objectionable.

SHRI P. KOLANDAIVELU : Sir, the President has not given his assent to a Bill for the purpose of acquiring the business of the Madras Race Club passed by the Tamil Nadu Assembly. Both the Houses have passed it.

(*Interruptions*)

MR. SPEAKER : There are so many cases. I cannot call the President to order. I cannot do anything. It is with the President. I cannot do anything. It is the prerogative of the President. It is with the President. I cannot do anything.

(*Interruptions*)

MR. SPEAKER : Yes, Prof. Nirmala Kumari Shaktawat.

It is beyond me, Sir. It is with the President. I cannot order the President to do something.

THE MINISTER OF AGRICULTURE (S. BUTA SINGH) : They do not have an issue to walk out. They have just walked out for the sake of walking out.

PROF. K.K. TEWARY : Mr. Speaker, Sir, this should be deplored. This kind of behaviour should be deplored.

(*Interruptions*)

MR. SPEAKER : It does not behave anybody.

PROF. K.K. TEWARY : This is becoming a common practice everyday. And this will lead to anarchy in the House. After all, you have to run the House. You have been very liberal in your attitude. Even then when the Members decide to disturb the proceedings of the House like this and indulge in utter defiance of the Chair's ruling, you have to discipline the Members. You must deplore it from the Chair. I seek your ruling on this,

MR. SPEAKER : Discipline must flow from inside. All are hon. Members of this House & it is their duty to uphold the principles, traditions and discipline in the House. I think, they ought to respond because I respond to theirs. I do my duty and I do it conscientiously. I am not over-swed by anybody. I try to carry out in letter and spirit what is written by you in the House. And once I have given my ruling there can be subject of discussion on that.

of villages are dependent on hand pumps of regional water works scheme. Therefore, a large number of people are drinking polluted water. Rajasthan does not have enough rigs to provide potable water to drought affected people. Therefore, the Central Government should pay immediate attention and supply rigs to instal handpumps, so that potable water could be provided to the people of this historical city of Chittorgarh.

[English]

MATTERS UNDER RULE 377

[Translation]

- (i) Need to supply rigs to Rajasthan to provide drinking water to people of Chittorgarh.

PROF. NIRMALA KUMARI SHAKTAWAT (Chittorgarh) : Mr. Speaker, Sir, I would like to draw the attention of the Central Government to a matter of urgent importance under Rule 377.

The drinking water in Rajasthan particularly the hill areas has been polluted by many minerals because of local geographical and difficult climatic conditions. This polluted water develops certain type of bacteria, viz., 'Copra' which causes *Nu u* disease. The people of hill area in the State are badly affected by it. There is acute scarcity of water in many desert areas but where the water is available, it contains excessive fluoride content which causes deformity of foot, hand, and teeth. Three-fourths of the population in the State is badly affected by polluted water or chemicals-mixed water.

Therefore, the Central Government should provide special assistance to Rajasthan for resolving this problem.

The State is presently facing serious drought condition. I would like to draw the attention of Government, on behalf of the residents of Chittorgarh where 75 per cent of villages do not have proper drinking water supply facility. 25 per cent

- (ii) Need to attach a pantry car and an Allahabad bogie to the Utkal/Kalinga Express trains.

SHRI SRIBALLAV PANIGRAHI (Deogarh) : It is a matter of regret that the Utkal and the Kalinga Express trains running from Puri to Delhi covering a distance of about 2000 kms, do not have pantry cars attached to them. As a result, passengers face difficulty in getting proper food in course of their journey while some trains introduced later than these trains and covering less distance have the provision of pantry cars. There should not be further delay in providing pantry cars in the Utkal and Kalinga Expresses for the convenience of passengers of these long distance trains,

Secondly, there should be an Allahabad bogie attached to the Utkal/Kalinga Express so as to remove the inconvenience caused to a large number of passengers going by these trains to Allahabad on pilgrimage.

I would, therefore, request the hon. Minister for Railways to consider the above-mentioned matters sympathetically and do the needful as soon as possible.

- (iii) Necessary measures needed to avoid conflict between the boat owners and fishermen of Orissa and Andhra Pradesh.

SHRI GOPAL KRISHNA THOTA (Kakinada) : At present about 900 mechanised fishing boats are being operated at Kakinada port for fishing. On this, nearly

40,000 to 50,000 people depend for their livelihood and daily bread.

Now a most unfortunate thing has happened in that the Orissa Boat Owners/Fishermen are threatening

Andhra Pradesh fishermen not to operate in that part of sea for fishing. I cannot understand why such a situation should arise as long as the fishermen are working in Indian waters. Orissa boatmen have followed up their threat in writing also and have gone to the extent of sending telegrams to Andhra Pradesh Boat Owners to remain away from that side of Coast.

The boat owners of Kakinada have sent telegrams to Prime Minister and the Home Minister to be kind enough to intervene and help the fishermen.

I would request the Government of India to take immediate steps before an ugly situation develops.

- (iv) **Need to provide adequate funds for the expansion of existing telephone exchange at Bhubaneswar during Seventh Plan.**

SHRIMATI JAYANTI PATNAIK (Cuttack) : The present capacity of the Bhubaneswar Telephone Exchange is 7,000 lines including the expansion done during 1985. Even after expansion it is unable to meet the requirement of the general public and Government offices. A number of applicants who have registered their applications under OYT category, Special category and General category are eagerly awaiting for years for getting telephone connections. This apart, Government offices are not getting new connections. Some of the Departments like Administrative Reforms and C.D. & R.R. have deposited money for telephone under OYT category, but no connections have been provided. Non-availability of telephones has created difficulties for Government offices to function. The Commerce Department is receiving complaints for non-supply of new telephones. Without the expansion of main telephone exchange at Bhubaneswar, new telephone connections cannot be provided. Many new offices of

the Government of India and Research Projects offices set up at Bhubaneswar need urgent telephone connections.

In view of this, I demand that adequate fund provision should be made for the expansion of existing main telephone exchange at Bhubaneswar so that the requirement of Seventh Plan is fully met.

[Translation]

- (v) **Need to direct Rajasthan Government to stop recovery of dues from farmers of the Indira Canal Project Area.**

SHRI BIRBAL (Ganganagar) : Mr. Speaker, Sir, there have been many types of bunglings in the construction of pacca water courses in Indira Canal Project area and the farmers are made to bear the brunt of it, thereby, causing great resentment in them. How can a poor farmer bear the burden of the bunglings indulged in by the department? The banks are serving notices on the farmers. It may be worth noting here that the Indira Canal Project is being executed with special Central assistance.

I, therefore, request the Centre to direct the Rajasthan Government to stop recovery from the farmers at the earliest so that the resentment is removed.

(English)

- (vi) **Need to declare 18 species of Birds in Orissa endangered species to save them from extinction.**

SHRI SOMNATH RATH (Aska) : Indian Bird Life today is in a state of seige because deforestation, extensive agriculture and predatory humans' over-hunting has damaged extensively country's quail, partridge, pheasant and jungle fowl.

Interfering with bird power is highly dangerous. Holland and China discovered this when they massacred sparrow, hoping to double the harvest. The effect, however, was just the reverse as insects flourished unchecked.

[Shri Somnath Rath]

Of the 8,000 birds, India harbours 1,200. About 180 species found in the country are endemic and they are found nowhere else.

Coming to Orissa, the following 18 species of birds are on the threshold of extinction. I suggest these birds be declared endangered species and early steps be taken to protect them :

1. Dattor
2. Eastern Roof Horon
3. Chestnut Bittorn
4. Nakta Duck
5. Brahminy Kito
6. Sahin Falcon
7. Peacock
8. Pheasant-tailed Jacanna
9. Spur-winged Plover
10. Emerald Dove
11. Malabar Pied Hornbill
12. Racket-tailed Drongo
13. Hair-crosted Drongo
14. Hill Myna
15. Paradise Fly-catcher
16. Shama
17. Painted Bush-quail
18. Largo Egrot

(vii) **Need to lay on the Table of the House the full texts of opinions of Ministries of Home and Law regarding Bill on Muslim Women, pending in Lok Sabha.**

PROF. MADHU DANDAVATE (Rajapur) : The Times of India (Delhi Edition) of 4th March, 1986 has published despatch by Shri Arun Shourie under the Caption 'Opinion of Ministries ignored' on Bill on Muslim Women.

This despatch states :

"The Bill (Banatwala's Bill) was addressed to the Ministry of Home Affairs. In its search for the relevant material, the Ministry consulted among others the law ministry. In his note dated May 25, 1985 the legal adviser to the law ministry categorically stated that the Supreme Court had correctly interpreted the law, and opined that "provisions of maintenance for divorced wife do not conflict with the Mohammadan personal law." He cited what Parliament had been told on behalf of the government 12 years earlier and concluded : "A careful reading of the judgement would show that the honourable court has simply interpreted the relevant provision of the Cr. P. C. without any interference with the Muslim personal law as such."

The law Secretary was, if anything, even more emphatic. "The Muslim personal law is of a civil nature, whereas section 125 is a provision contained in the Criminal Procedure Code", he said and added that "the Bill to amend Sections 125 and 127 of Cr.P.C. should be opposed."

The note was signed by the Secretary, Mr. B.S. Sekhon, on May 31, 1985 : the opinion was then endorsed by Mr. H.R. Bhardwaj, minister of state for law on June 1 and by Mr. Ashoka Kumar Sen cabinet minister, on June 2."

The various documents given to leaders of parties and groups in the Parliament in connection with the Bill on Muslim Women did not contain the above mentioned information concerning the full text of the opinions prepared by the Home Ministry and law ministry and other relevant documents.

I demand that the Minister for Law and Justice should make a full statement in the House regarding the opinions of the Home Ministry and Law Ministry mentioned in Shri Arun Shourie despatch and

lay the full text of the opinions on the table of the House.

(viii) **Need to pay property Tax to the local bodies on the buildings owned by Central Government in Tamil Nadu.**

DR. A. KALANIDHI (Madras Central) : Sir, after a decade, the elected representative have assumed charge in almost all the local bodies except the Corporation of Madras, Madurai and Coimbatore in Tamil Nadu. The drawback that will be faced by the newly elected bodies will be inadequate funds. In this context, I would like to bring to the Notice of the Government the need to pay property tax on their buildings, both residential and non-residential, at the rate that will be paid by the common man. Then only these local bodies will be in a position to undertake the scheme necessary to augment the water supply, drainage, roads, street lights etc. which are absolutely necessary for a Welfare State. The local bodies serve not only the common man but also the offices of the Central Government, Railways and State Governments wherein lakhs of people are employed and use the amenities provided by the local bodies. The present practice is adopting a reduction factor, bringing in the capital cost of buildings to the pre-war level of 1944 and 6 per cent thereon is paid as a property tax by the Railways and the State Government. But the Central Government is not paying any tax except the service tax to its buildings situated within the limits of these local bodies. The legitimate share must be borne by the Central Government and Railways, followed by the State Governments.

[*Translation*]

(ix) **Necessary steps needed to stop the closure of diamond and stone quarries in Panna district of Madhya Pradesh.**

SHRI DAL CHANDER JAIN (Damoh) : Mr. SPEAKER Sir, I wish to bring to the notice of the House, the following matter under Rule 377.

[MR. DEPUTY SPEAKER *in the chair.*]

The diamond mines operating in forest land in Panna district of Madhya Pradesh have been closed down thereby rendering about 5,000 workers jobless. Besides, there is a move by the Government to close down stone quarries as well which are operating in forest land.

This would cause serious unemployment problem in the district. The area where mines are operating cannot be utilised any more by the forest department for forest purposes. The closure of diamond mines and stone quarries will not only result in depriving 15,000 to 20,000 families of their daily bread, but also in loss of revenue.

I, therefore request the Government to take early steps in order to avoid spread of unemployment in Panna district on this account in these days of rising prices.

12 22 hrs.

[MR. DEPUTY SPEAKER *in the chair*]

RAILWAY BUDGET 1986-87—  
 GENERAL DISCUSSION—CONTD.

[*English*]

MR. DEPUTY SPEAKER : Now the House will resume the General Discussion on the Budget (Railways) for 1986-87.

[*Translation*]

CH. RAM PRAKASH (Ambala) : Mr. Deputy Speaker, Sir, I am happy that the former Chief Minister of Haryana, Shri Bansilal, is incharge of the Railways. I was an humble Minister in his Council of Ministers. The speed with which he brought about Haryana's development remains unparalleled as compared to that in other States. At that time.....

SHRI MOOL CHAND DAGA (Pali) : If that is so, kindly insist on him to bring about the same development in my State as well.

CH. RAM PRAKASH : We cannot lend our Chief Minister or our Railway Minister to you

SHRIMATI VIDYAVATI CHATURVEDI (Khajuraho) : If you cannot lend him, give him permanently.

CH. RAM PRAKASH : You can have him permanently; we do not have any objection to that (*Interruptions*). Because they had raised some points. I had to reply to them.

What I meant to say is that the wonderful way in which he developed Haryana is second to none and I hope, Mr. Deputy Speaker, Sir, that now as he is in charge of the railway department, he would make remarkable achievement in this respect also as he had done earlier in Haryana. Sir, with this hope, I request him through you to pay more attention to the needs of the people of Haryana which are well known to him. In spite of a long-standing demand for a mail or express train between Ambala Cantt. and Saharanpur, he has not paid any attention. I, therefore, demand that a mail or express train should be provided between these two points.

Mr. Deputy Speaker, Sir, the Railway Minister is aware that there is a single railway track between Amritsar and Delhi. A double track should have been constructed in view of increasing traffic on the route, and development of both Punjab and Haryana. A similar double track, as exists between Ambala and Saharanpur should be constructed so that the people of Haryana feel that the Railway Minister—who belongs to Haryana—is working in the interest of their State.

Mr. Deputy Speaker, Sir, electric trains have not been introduced in Haryana so far as they have been in South India. I, therefore, demand that an electric train between Delhi and Ambala should be introduced. Sir, as you may be aware, survey for construction of railway line between Jagadhari and Paonta and between Jagadhari and Chandigarh was conducted and even funds were allocated on this account but unfortunately neither of the two railway lines has been constructed

so far. I think if this is not done, Haryana cannot develop properly. When so much of development is coming about at other places in respect of railways, it should be there in Haryana as well. Haryana is very backward in respect of railways.

Mr. Deputy speaker, Sir, I would like to draw the attention of the hon. Minister, through you, to the construction of railway line between Naggar in Talwara to Amb, the foundation stone of which was laid by the then Railway Minister Shri L.N. Mishra in 1974 and even Rs. 10 crores were sanctioned for this project. Unfortunately, today one can see only that foundation stone and the railway line has not been constructed so far. We are happy that wherever Chaudhary Sahib laid a foundation stone, the work is in progress. I, therefore, request him to take up the unfinished project of 1974 so that Haryana, Himachal Pradesh, and Jammu and Kashmir can benefit.

Sir, we expect the hon. Minister to ensure punctuality of trains. I would like to recall the days when Shri Kamalapati Tripathi was the Railway Minister. He had issued strict instructions that if any train gets late at any station, the officials at that station would be held responsible and put under suspension. Many such officers were suspended in its wake and as a result the trains were punctual to the dot throughout the country. This enabled the passengers not to wait too long at the stations and removed the inconvenience suffered by them. I, therefore, request the hon. Minister to ensure punctuality of trains so that inconvenience caused to the passengers is removed.

SHRI SHIV PRASAD SAHU (Ranchi): Mr. Deputy Speaker, Sir, I would like to congratulate the Railway Minister and the Minister of State in the Department of Railways through you for presenting a progressive Railway Budget in the House. There has been upward trend in the figures showing progress in the matter of transportation and in this way Railways have earned a substantial profit.

Many backward areas are being brought under railway lines and a number of railway tracks are being electrified. I represent Ranchi of Chotta Nagpur in Bihar. Then

the people have a grouse that although 30 to 35 Congress Members have been elected from Bihar but not a single railway line has been sanctioned for Bihar in the 7th Five Year Plan. This makes our head hung in shame.

Shri Lalit Narain Mishra and Shri Kedar Pandey who were Railway Ministers, are no more in our midst. Shri Lalit Narain Mishra was sitting on the stage and half an hour before his death had assured that the narrow gauge line from Lohardaga to Ranchi and Lohardaga to Tory in the hilly areas of Chotta Nagpur would be converted into broad gauge line but no action has been taken so far in connection with his assurance. Shri Kedar Pandey had also given similar assurance but it has also not been implemented so far.

The survey work of railway line from Ranchi to Hazaribag is yet to be completed. Shrimati Indira Gandhi had given assurance for the completion of this line.

I should quote a news item from "Ranchi Express" of 18th April, 1981 in which Shri Kedar Pandey had said that the work of laying of railway lines between Ranchi and Hazaribag, Hazaribag and Kodarma and Giridih would be taken up that year itself. He had directed the persons concerned to carry out the survey. Similarly survey of railway line between Ranchi to Lohardaga and Lohardaga to Tory was carried out. Fund was allocated for this survey and it has almost been completed. Particularly the railway line from Ranchi to Lohardaga and Lohardaga to Tory pass through the area which is rich in minerals. In this area, there is richest deposit of bauxite in Asia. China Clay, fine clay and bamboos are found in abundance there. I have been raising the matter in this House since 1980 that it is the only place in India from where 2 lakh adivasis & harijans go to Banaras, Allahabad, Ghaziabad, Punjab & Haryana every year in search of jobs. The villages there wear a desolated look one after the other. Recently the Minister of State of the Ministry of Welfare, Dr. Rajindra Kumari Bajpai visited that area and was moved to see the enormity of the unemployment. She told that she would ask Rajivji and

the hon. Railway Minister to initiate steps to remove unemployment there. Survey of these lines has been carried out as many as four times.

Between 1983 to 1985, about 9 lakh tonnes bauxite was transported through trucks. Had there been railway line in that area, the entire revenue would have gone to the Railway. It is estimated that the transportation of a total of 20 lakh tonnes of bauxite, petroleum products, vegetables, foodgrains, wood, bamboos etc is likely to take place through trucks. I would request the hon. Minister to look into the matter seriously.

I was told that according to the survey conducted earlier, the loss was 3.4 per cent, the latest survey shows that the profit to be earned by the Railway will be 12.5 per cent. Not only this, the Bihar Government is willing to provide land free of cost for this purpose. I would request the hon. Minister to look into this matter.

There is Hindalco Company of Birlas in Bihar. Four months ago, an agreement was also signed to set up Rs. 300 crore Allumina plant in Bihar by Birlas in collaboration with the State Government, but for want of a railway line the concerned party is now hesitating in setting up the plant. This matter should be considered seriously.

I would like to draw the attention of the hon. Minister towards Chotta Nagpur. I have a cutting of 'Aaj' of 3rd January 1986. The heading of the news-item is "Incomplete rail project of the pre-independent India is languishing in free India". The Britishers had commenced the work of laying 72 miles long railway line from Berwadih to Sarnadih in Sarguja, Madhya Pradesh. The pillars had been raised for constructing bridges over more than 100 rivers and stations had also been constructed. The remaining 25 per cent work is yet to be completed. It is not known for which reasons the work has been stalled after 1949. I can hand over the cutting to the hon. Minister if he so desires. I request the hon. Minister to enquire into the matter.

The incidence of thefts of coal is increasing in Railway and much delay takes



[Shri Shiv Prasad Sahu]

place in the matter of transportation of goods. The wheat belonging to F.C.I. lies in stations for a longer period. Attention should be paid in this respect so that the goods are not pilfered and are despatched in proper condition in time. Besides this, concrete steps should be taken to curb the cases of thefts and dacoity.

In the end, I would request that a broad-gauge line should be laid between Ranchi to Lohardaga and upto Tory. The incomplete work of laying railway line from Ranchi to Hazaribag, Kodarma, Giridih and Berwadih Junction to Sarnadih should be completed so as to eradicate poverty from this area.

[English]

SHRI SURESH KURUP (Kottayam) : Mr. Deputy-Speaker, Sir, the Railway Budget is being described as a soft budget, but the fact that passenger fares in mail and express trains have been increased shows the anti-people character of the Budget. This has already been described by my other colleagues. So, I am not going into that in detail. Please allow me to mention some of the important facts concerning Kerala. We have to bear the burden of all these increases in charges more than any other section of the society in our country. This is because we are in the far-end of the country. When the question of development of Railways comes, Kerala is relegated to the back-ground. Our is a State which has been neglected successively in all the Railway Budgets of independent India. I have got some statistics with me. Kerala has a total railway link of 916 kilometres. That means, it has only 3.6 kms. per lakh of population whereas the all-India average is 10 kms. per lakh of population. Kerala has the lowest figure in India. Please do not be under impression that this is because there is no demand in respect of traffic or freight or passengers. The position is the other way. I will present some more statistics.

The freight traffic in Kerala has been increasing at seven per cent per annum while the national average during the latter part of the Seventies was only 3.3 per cent. The failure of the Railways to

cater to the need of the public has increased the pressure on the roadways. The share of the Railways in the total goods traffic has declined from 18 per cent to 16.7 per cent between 1965 and 1980. With respect to passenger traffic, the decline is sharper in the same period; it has declined from 22 to 13 per cent during the same period. Because of this, the passenger traffic on the road has increased in Kerala. Look at the share of the goods traffic of the roadways: the share of the road transport in goods traffic has increased from 63 to 80 per cent during 1965-1980. In the very same period, the passenger traffic has increased from 74 to 80 per cent. Whereas the national average of the freight share of the roadways is only 36 per cent, Kerala's is 80 per cent. I request the hon. Railway Minister through you, Sir, to take this important factor into account.

Ours is a highly commercial economy, exporting primary and semi-processed goods and importing manufactured goods. The total industrial goods traffic of Kerala is double the industrial output of Kerala. Unfortunately, this important factor concerning Kerala's economy is not at all taken into consideration by the transport planners of our country.

Another thing is this. The fuel inefficiency of the roadways as compared to the railways is resulting in colossal national wastage also.

Considering all these and also the high density of the population of Kerala and also the higher travel and goods traffic demands, the needs of Kerala should be given sufficient attention by the Railways.

In this connection one important thing I want to mention is about the Mangalore-Bombay line. According to one estimate, nearly 40 per cent of our traffic is to the Bombay region. At present it takes a long route through Arkonam because there is no direct line from Mangalore to Bombay.

Another thing is, the Madras-Bombay route is 'over-congested', if that expression is correct. Considering this, I request the hon. Railway Minister through you to

give utmost importance to this Mangalore-Bombay railway line.

Considering the internal transport, our Planning Board in Kerala has taken a rough estimate and that says that by about 2000 AD the Kerala's goods traffic will be 98 million tonnes and passenger traffic will be 4280 million trips. If corrective measures are not taken on an emergency basis, the whole transport system will collapse. That is what is going to happen in Kerala.

The most important of all these lines are the Ernakulam-Alleppey line and from Alleppey to Kayamkulam line. For this a provision of Rs. 3 crores and Rs. 1 crore respectively is made. Even a child in Kerala knows that this is like cheating the people of Kerala. Exactly it is cheating. No work is going on there. They are the most important lines in Kerala and those lines should be given preference. At least in the 7th Plan period these should be completed. Kayamkulam line should be extended to Trivandrum.

Eloor Kalamassery area is the industrial belt of Kerala. The railway line should be extended to Eloor with proper yard facilities.

Ours is a State which has got surplus in electricity. I am at a loss to understand why the Railway authorities are not paying heed to the requests of the people of Kerala and the Government of Kerala to electrify the railway lines. My request is that, as a first step the Shornur Trivandrum line should be electrified.

You know the tragedy in Tellicherry. I am thankful to the Railway Minister for sending his young colleague all the way from Delhi to Tellicherry for inspecting on the spot and collecting information. Technically the Railway authorities can wash their hands off, but the Railway Minister was good enough to give Rs. 3000 as ex-gratia payment. All those people who died in the accident belonged to the lower income group. You know that some of the earning members have lost their lives in this accident. My request is that at least one member from all these families should be given employment by the Railways.

[Translation]

SHRI RAMESHWAR NEEKHRA (Hoshangabad) : Mr. Deputy Speaker, Sir, I would like to congratulate the hon. Railway Minister through you for presenting this realistic Budget. While preparing the Budget, he probably had in mind the economic conditions of a common man of the country. That was why he saw to the interests of 90 per cent railway commuters and did not touch them at all. He even tried to raise resources to provide them facilities. For this, the Hon'ble Minister deserves congratulations. The hon. Minister is well aware of the geographical situation and vastness of the country as also the resources available in the country. He has prepared this Budget keeping in view as to how maximum facilities could be provided with the available resources. The hon. Railway Minister must have kept in mind that the railway traffic would double by the end of this century and how best it would be coped with. He has already strated preparations to meet this requirement within the available resources. Light-weight coaches and engines are proposed to be manufactured. For this, he deserves our congratulations.

Last year, our Prime Minister had given a call to prepare the workers and the people of this country to enter the 21st Century at any cost. In pursuance of that call, he created such an atmosphere among the railway employees that the target of transportation of 250 million tons of goods set for the current year has been achieved only in nine months. For this also the hon. Railway Minister deserves our congratulations.

The hon. Railway Minister had himself visited the railway reservation offices and heard the grievances of the employees working there. Corruption was rampant in the matter of reservation. People had to wait for long hours for getting reservations and they had to face a lot of hardships. To obviate these difficulties, the Hon'ble Minister has provided computers in the metropolitan cities due to which people get their reservation within five or ten minutes and now there is no scope for corrupt practices in the reservation procedue. I would like to request the

[Shri Rameshwar Neekhra]

hon. Minister to see that this facility does not remain confined to metropolitan cities only but should reach other places also where the people would welcome it. The hon. Minister has applauded the work done by the railway employees during the last nine months to increase the capacity of the railways and in view of that he has doubled the funds allocated for staff quarters. To meet the future needs, the hon. Minister has provided funds for coach factory at Kapurthala also.

Mr. Deputy Speaker, Sir, through this Budget the hon'ble Railway Minister has tried to provide several facilities to common man for which he deserves all praise. On one hand he has provided relief to 90 per cent of the passengers and on the other he has not made any hike in freights. But the hon. Railway Minister has not paid any attention towards my constituency. Earlier, there were certain stoppages of the trains but these have now been dispensed with. Itarsi-Bhopal shuttle has been withdrawn. When he is so generous in the entire country, why is he not paying attention to my area? I would request him to revive the stoppages at Gandarwara and Narsinhpur for Ganga Kaveri train at Hoshangabad for Jhelum Express and at Kareli and Narsinhpur for Howrah-Bombay Mail. I would request him to include these stoppages in the new time-table to be made applicable from the 1st April. Qutub Express which runs between Delhi and Jabalpur, remains stationed at Jabalpur for 5 to 6 hours. If it is extended up to Itarasi, the people living around stations between Itarsi and Jabalpur will be directly connected with Delhi. Besides, the people of Itarsi and other places who have not connected with it, will also be benefited hereby. There is only one train—Bilaspur Express which runs between Bilaspur and Indore. People of two or three divisions travel by it. They have to face a lot of difficulties during night. I suggest that if Jabalpur-Itarsi shuttle is converted into Jabalpur-Bhopal train, people there will be very much benefited.

I want to say one thing about the Central Railways office situated at Bombay V.T. where people from all over the country come to work. The employees there

have neither housing facility nor are there schools for their children. It will be better if the employees of the Central Railways are from the Central India which will be convenient to the employees and also help in increasing the efficiency of railway administration. Its office should be either in Itarsi or in Jabalpur. It will go a long way in providing facilities to all parties.

With these words I heartily support the good intention with which you have presented this budget.

Thanks.

SHRI MOTILAL SINGH (Sidhi) : Mr. Deputy Speaker, Sir, I rise to support the Railway Budget presented by the hon. Minister.

In Railway Budgets, Madhya Pradesh usually remains untouched. The State has very few rail lines and for the last twenty years no new rail line has been constructed there. The sole reason for which Madhya Pradesh has remained industrially undeveloped is the lack of transport facilities there.

In Madhya Pradesh, Sidhi, Sarguja and Shahdol are the areas where coal mines are located and the workers who come from different States to work there have to face much inconvenience in going to and coming from these places. There is no rail line there. That is why it is felt that much attention is not being paid to Madhya Pradesh.

Sir, in Madhya Pradesh, only a few districts have been connected with rail lines. South bound trains pass through Madhya Pradesh. But no such train has been started from Madhya Pradesh to provide facility to the people of the State.

Lalitpur-Singrauli line was surveyed several years ago but that has not been included in the Budget. The proposed Lalitpur-Singrauli railway line will pass through many districts of Madhya Pradesh. But in the Budget a provision for survey of only 50 Kms. from Satna to Rewa has been made. This does not serve the purpose. This line should be constructed upto Singrauli so that Chhatarpur, Khajuraho, Panna, Rewa, Sidhi, Satna and

Singrauli districts are connected. The proposal is shelved saying that there are many valleys there and the area does not have any industrial belt. But his line is very necessary for the development of that area. Shahdol and Sidhi have coal mines from where coal is sent to other parts of the country. The best coal deposits are available there. But we do not have railway line there.

The Katni Chopan train in that area runs very slowly. It needs improvements. There are many mines in Sarguja district which too have only one line. The district has not been provided any railway line after independence. A train was started there in 1977 which is said to have been introduced by Janata Party. It pains us to hear this. I would request that one bogie for Allahabad and Varanasi and another for Bilaspur and Orissa should be added to Katni-Vishrampur train.

I would also submit that there is need to bring about improvements in the train which runs between Katni and Chopan because it is the only train which connects Singrauli with Katni. I request the hon. Minister to pay particular attention to this and also include Lalitpur-Singrauli line in the current budget.

13.00 hrs.

Special attention must be paid towards construction of Lalitpur-Singrauli line because Madhya Pradesh is a backward and also the largest State and compared to other States, it has very few railway lines. With these words I thank the hon. Minister for presenting this Budget.

SHRI BANWARI LAL PUROHIT (Nagpur): Mr. Deputy Speaker, Sir, I support this Railway Budget and thank the hon. Minister for not increasing freight charges. I want to draw the attention of the House to certain things.

Sir, presently, there is considerable shortage of goods sheds and a lot of consignments remain lying in the open as a result of which those goods get damaged. I once saw that thousands of wheat bags were rotting because godowns where those bags were stored had no sheds over them.

We should provide sheds where these are not existing and thus save the national property from being damaged. In this way, traders will also not suffer losses and the railways too will not have to make payments against claims. So, more and more sheds should be constructed. This will ensure safety of the goods and the goods worth crores of rupees will not get damaged in rains, etc. In this connection one more thing needs attention. The wagons are so old that during rains water leaks into them. There is, therefore, need to modify slightly the designs of wagons.

13.02 hrs.

[SHRI SHARAD DHIGHE *in the Chair*]

The designs of wagons is such that how much tightly you may seal the doors of the wagons, water seeps in through them and after 15 to 20 days when goods reach their destination they are in wet condition. This results in heavy losses for which the railways have to pay claims. In this way the Railways and the public both suffer. In this connection I would say that both construction and commercial sections require to be geared up. The incidence of corruption has increased in commercial section. I have read a report in a newspaper which said that in matter of reservation at Nagpur Station, touts writ reigns supreme. The touts get reservation in bogus names and sell the tickets on premium to the needy persons. I request the hon. Minister to check this completely.

Mr. Chairman, Sir, at present more goods are transported by trucks. The reason is that in trucks whether one sends gold or earth, the charges are the same but in the railways the position is different. The goods for which rail freights are higher, are transported by trucks and goods for which freight rates are lower, are transported by railways network. This system needs reconsideration. I would request the hon. Minister to consider a little reduction in the freight where it is higher and increase the same a little where it is lower.

In the matter of development, Nagpur city has lagged behind of all the cities. Nagpur is the heart of India. It is the centre for the trains between Bombay and

[Shri Banwari Lal Purohit]

Calcutta. All the trains going from Delhi to Madras pass through Nagpur. In the matter of reservation—although I have written some 25 to 30 letters to the hon. Minister on behalf of the people—the quota for Nagpur station still remains the lowest. It affects the economy of the Vidarbha region. Keeping this in view, I would request the hon. Minister to consider increased reservation quota for Nagpur city. What more can I say about Nagpur, which was once the capital of Madhya Pradesh. Though we have lost that status but this does not mean that our status in respect of Railways should also be reduced. There is need for additional trains from there for Delhi and Bombay. I am sure the hon. Minister will consider it seriously.

Nagpur city is developing fast and during the last 10 years its population has increased three folds. There are several industrial units in the suburban city of Kamthi near Nagpur. About 40,000 workers go there daily to work. A defence railway line already exists in the area. The only thing you have to do is to construct a railway station there. If this is done, about 50,000 to 60,000 poor workers would be able to avail of railway facility. This will involve a very minimal expenditure.

I would request the hon. Minister to pay attention to MPs who are the representatives of the people and bring their grievances to Government's notice. Ours is a village, named Kem village. About fifty children of this village go to school and they have to walk a long distance. I would request the hon. Minister to stop the trains there for five minutes. I had written to him about it thrice but the proposal was rejected. During monsoons, children are not able to attend their school for two months together. If the people do not get a social justice from the hon. Minister whom else should they expect it from? They cannot expect it from a bureaucrat or the General Manager of Railways. A small platform is to be raised and we are ready to construct it by offering 'sharam dan' (voluntarily labour). This would be of great help to the villagers particularly the school going children.

A proposal for a railway line between Dharwa and Bhokhar via Pusad and Umardhed was submitted to the Government. The local people had launched agitations many times for this railway line. It now seems that this agitation will take a violent turn as the sentiments of people are attached to it. I would like the hon. Minister to pay attention to this. There is also a long standing demand for a train between Kamthi and Hingina Industrial Estate. This should be looked into. Orange cultivation is the mainstay of Vidarbha's economy and therefore, Varudh should be linked with Katol or Pandona. This would facilitate fast movement of oranges. The foundation stone of Panch-Pavali over-bridge was laid twice and the same was removed twice. It has been once again laid there, but the construction of this over-bridge has not started so far. This is very important for Nagpur. The over bridge at Nagpur railway station is over-crowded and congested. The report of experts has turned it as out-dated and it can collapse any time and hence the need for immediate construction of above mentioned bridge. With these words, I thank the hon. Minister.

[English]

SHRI V. KISHORE CHANDRA S. DEO (Parvathipuram): Mr. Chairman, Sir, this discussion has been going on for some time now and I would not like to make a repetition of what many other members of this House have already said, I would only confine myself to certain basic guidelines and norms that I would like the Railway Minister to follow vis-a-vis the construction of new railway lines and to certain problems pertaining to the region that I represent.

While making his budget speech, the hon. Minister for Transport has said that they are constructing a part railway line from Koraput to Rayagada upto Machiliguda in this current year. Sir, this line was originally surveyed on two directions, i.e. on two routes, from Rayagada to Koraput and I have myself made several representations about this line. One route was 85 KM shorter than the route that they are now proposing to construct. There is already an existing railway line from Parvathipuram and Rayagada. The shorter

route would also cover the tribal belts in the districts of Koraput, Vijayanagaram and Srikakulam in Orissa and Andhra Pradesh.

When I first made a representation, I got a reply saying that the ruling gradients were not favourable in the shorter route, because the ruling gradients were 1/80 in the shorter route as against 1/100 in the longer route. I again pursued the matter and I represented to the Ministry several times. A few weeks back, the hon. Minister was pleased to reply back to me saying that this matter was closed and hence it could not be taken up again, I would like to urge upon the hon. Minister not to let matters go like this. On the one hand you say that there is constraint on funds and on the other hand when some attractive and better proposals come up, this is the reply we get. If the Ministry or the authorities concerned are going to take this sort of attitude, I do not think that it is going to be good either for you or for us.

Sir, Machliguda is in any case a common point for these two routes—between Koraput and Rayagada. Between Machliguda and Rayagada, there is no civilised habitation and the route will in any case go through jungles. Whereas, the shorter routes which can either be from Machliguda or from a place called Kakkirigumma to Parvathipuram will definitely cover a lot of tribal areas in these two districts. Sir, I would further like to mention that 1/80 is not a falling gradient. In the Kirandul sector, you have a gradient of 1/60 and in the western ghats, you even have a gradient of 1/33. And I do not think that this gradient is there for the entire stretch, it may only be in short patches. It can always be converted to a little gradient and I do not think that a survey has also been conducted from the point from Kakkirigumma to Parvathipuram. So Sir, I would only urge upon the Minister to reopen this issue to see whether this is feasible because, I have got a reply earlier, in the last Lok Sabha saying that the cost of construction would be less in the longer route though the distance is 85 kms. more.

I have always challenged this and I still challenge this because I still feel that the longer routes have more tunnels and bridges and where there is a longer distance to be covered naturally the cost of construction of railway lines per kms. will also be more. And besides that Sir, I do know the factors which actually prompted them to decide on this kind of a course. I would like an assurance from the hon. Minister, to see that at least, he reopen the issue and finds out the truth. Then Sir, we have a train from Kakkinada which is called Simhadri Express. Sir, as you know, this South-Eastern Railways main Divisional Headquarters is at Waltair for all practical purposes. It is a central place. And I do not know the circumstances under which a place like Kakkinada, which is off the main line, was chosen for starting this train. There has been a general demand from the peoples of the various regions to see that the Simhadri Express starts from Waltair, not from Kakkinada which is only a distance of 100 & odd kms. away from Waltair. So, Waltair is a junction where people come from Orissa, Madhya Pradesh, as also from the four districts of East-Godavari—Visakhapatnam, Srikakulam and Vijayanagaram. So, I would like you to consider this and I would also urge upon the hon. Minister to see that some bogies are attached to the Godavari Express, because it is the main train which connects the North-Coastal districts of Andhra Pradesh, Hyderabad, which is the Capital. So, you may or may not be aware that Hyderabad is a distance of nearly 500 miles or 800 kms. from these parts. Today, the Godavari Express starts from Waltair and I know that it may not be possible to extend the train itself, but at least, if one or two bogies from Rayagada in Orissa, which will cover parts of Vijayanagaram and one bogie from Palasa could be attached to its. Second Class Bogies. This would be of great help to the people belonging to these areas.

There was also a proposal to have a new railway line from Pattancheri to Peddapalli via Siddipeta I do not know what the position of this. I would request the hon. Minister to enlighten us regarding the position of this line. Recently, there was an accident in Tellichery, friends from

[Shri V. Kishore Chandra S. Deo]

Kerala have mentioned about this. I know that under the circumstances the accident took place, the Railways are obliged to pay any money to those victims. But as the hon. Minister knows for a Railway accident people get compensation of Rs. 1 lakh. Here, I mean, they were not entitled to it. The hon. Minister was gracious enough to sanction immediately a sum of Rs. 3000. But, Sir, a lot of inflation has taken place, under the circumstances, I would appeal to him to change the rules to see that an ex-gratia payment of at least Rs. 10,000 is paid to these poor people because many bread winners of families have lost their lives—30-40 people. So, I would like him to consider this. Besides this, I do not want to take your time or the time of the House and make a repetition of the points which have already been said. I would like to mention at the end that this Ministry is probably one of the few Ministries which has showed some kind of performance during the last one year. I would like to congratulate the hon. Minister for the same and I would appeal to him to see that he continue to show a better performance in the coming year also. The performance of the Railways as has already been said, had been better as compared to many other Ministries in my opinion. But I hope he keeps in mind, of course, the social commitments the Ministry has, towards the backward areas and the weaker sections.

[Translation]

SHRIMATI VIDYAVATI CHATURVEDI (Khajuraho) : Mr. Chairman, Sir, I rise to support the Railway Budget presented by hon. Transport Minister. He deserves to be congratulated for his sagacity. I think, he has tried to put the railway department back on the rails through his farsightedness and cooperation of the department. His efforts are commendable.

Mr. Chairman, Sir, if I am not mistaken, the Railway department was once said to be an earning department. Once again, we can hope that this department will earn profit; We can hope because there has been a net 14 per cent kilometrage increase during 1985-86. He has not increased railway freights this time because they

are already very high and has thus provided relief to the common man. This is a case of farsightedness. I congratulate him for this. But we will have to bring about some further improvements in the railways and augment goods and passenger traffic capacity. Only then will we be able to ensure industrial development.

Mr. Chairman, Sir, for 1986-87 a provision of Rs. 2650 crore has been made for railways. Out of this, Rs. 1370 crore will have to be mobilised by the Railways through its own resources. The proposal to mobilise Rs. 270 crores by floating public bonds or debentures is a welcome step. The involvement and cooperation of public in this respect would be an excellent proposition.

Mr. Chairman, Sir, regarding production the hon. Minister had said in his speech that efforts were being made to increase the production of engines. He hoped that the Chitranjan Locomotives would manufacture as many as 52 electric engines during the current year and 70 electric engines during 1986-87. Besides, increased production of diesel engines has been promised in Kapurthala and elsewhere. We hope that he has given the assurance after due consideration and with full responsibility and that it would be fulfilled.

Mr. Chairman, Sir, the hon. Minister deserves to be congratulated for not increasing the fares of II class passenger trains. But I would like to know the kilometer railway line on which people travel by passenger trains. I believe that very few people are likely to be benefited by this. Kindly permit me to submit that if the fares of trains which you call super fast trains or long distance trains like Rajdhani Express, Tamilnadu Express alone had been raised we would have no objection but express trains which run like passenger trains, have also not been spared. Take for instance Qutub Express. You have named it a fast express train. You may be aware that when it was introduced there were only 10 to 11 stoppages but today the number of its stoppages has increased to 20-22. Besides, there are many unaccounted stations between Delhi and Mathura where the train is made to stop, Sir, I would like to submit that the railway staff

is involved in it. It has turned into a mere passenger train. It would be better to call it a passenger train. This would at least not attract increased fare.

Sir, there are some districts which have two to three stations while some districts like Tikamgarh have none. The Jabalpur High Court caters to the needs of all the districts like Tikamgarh, Chattarpur, Satna, Rewa, Panna, etc., in Madhya Pradesh beyond Jhansi. There is a long standing demand for a railway station at Niwadi in Tikamgarh district. At present maximum passenger traffic is handled on this line at Harpalpur station but the staff strength at the station is inadequate. The station is in a bad condition and the platform is very low. There is no platform on the other side of the station. When two trains cross at this station the passengers have to get down on the other side of the platform and in the process women's and children get injured and fall in the pits. I would like the hon. Minister to look into this. The Harpalpur Station from where country and foreign tourists go to Khajuraho is in a very bad condition. The station has two retiring rooms which have not even a drop of water to drink and there is fifth everywhere. I myself had a chance to stay there on 26th January. I am unable to express the conditions obtaining there. So, necessary steps must be taken to improve the situation.

We have no objection if Government beautifies other stations and even makes them of marble or provides 2-3 stations in each district but we would like it to pay some attention to our area as well.

No train is available between 7 A.M. and 8 P.M. on the Jhansi-Manikpur line. Some train should be provided on this route. Either the Utkal, Kalinga or Puri Express should be diverted or the new train which runs upto Allahabad via Agra, Aligarh should be diverted and run as Mail or Express train, so that people do not have to wait from 7 A.M. to 7 P.M. and they get some facility.

There are some small things which sometimes have great impact. Duty cards have been issued to the staff for attending duty but they travel everywhere. Why do

not you issue coupons instead of duty cards to them? There are hardly 150 passengers for Gwalior in the Taj Express and they too are not I class passengers. You will find that most of the passengers are pass holders. In case this train is extended upto Jhansi, more passenger traffic would be available for this train. Passengers visiting Khajuraho and Ayodhya can also avail of this facility. I would suggest that instead of cards, coupons should be issued to the staff on duty. The railway officers are issued passes for the entire zone. They should be issued passes only for the place of their duty. This will obviate the possibility of misuse of this facility. The system of issuing Metal Token 'with family' does not seem to be in order. The family members should not be allowed to travel at the time the officer is on duty.

We have been demanding Lalitpur-Kairada line for a long time. It pains me to say that, inspite of the assurance given by late Prime Minister Shrimati Indira Gandhi when she visited Tikamgarh-Orcha to unveil a statue of Chandrashekar Azad, nothing has been done so far in this regard. There has been a long standing demand for a railway line between Lalitpur and Khairada. There is no railway line in the entire Bundelkhand, which includes Tikamgarh, Chattarpur and also the tourist places like Khajuraho. This is a dacoit infested area. Mines and minerals are available there in abundance. But for want of means of transport, they are not exploited. And, no industrialist wants to set up industry there also for this reason. So the late Prime Minister had assured that she would personally look into the demand for laying this railway line. I received a letter to this effect from her in which it was stated that she had asked the Railway Minister to initiate action in the matter. Unfortunately, she is no more among us. I would like to remind the hon. Transport Minister of a number of agitations that have taken place over the issue of laying of this railway line. As a matter of fact, this is not a question of agitation but of the necessity of the people of the area.

Forty years have elapsed since we achieved independence. We talk of socialism and equality. Our area has been



[Smt. Vidyavati Chaturvedi]

formed with the amalgamation of small princely States. It has been backward since centuries. So for the removal of this backwardness, our area may be connected with the railway lines. We know that you do not have the resources but a token amount should be included in the Budget and when you have sufficient resources you provide railway lines in our region. In this way the people will be assured that their problems are being attended to.

Our Prime Minister has always been reiterating that priority would be given to the backward areas. So I would plead that this area should be accorded priority in this regard. With these words I support the Railway Budget and hope that you will announce in your speech proposals for laying of new railway lines in our area.

**SHRI JAGANNATH PRASAD (Mohanlalganj) :** Mr. Speaker, Sir, I support the Railway Budget presented by the hon. Minister of Transport but oppose the cut motions moved by the opposition Members. I would like to express my thanks to the hon. Transport Minister and the Minister of State in the Department of Railways for giving prompt reply to our letters which we write to them in the public interest. The budget presented by hon. Minister will give relief to 90 per cent of the population. Only 10 per cent will have to bear a little burden which is essential for raising resources. Besides, there has been no increase in the freight rates. He deserves our thanks for this also.

I have already written a letter to him in regard to the points covering my constituency. At Alamnagar Station in my constituency, people have to wait as long as half an hour at the railway level crossing. I would request the hon. Minister to arrange for constructions of an over-bridge there.

An Express train should be run from Lucknow to Gonda via Mailani and Palinga Kalan on north-eastern railway. Previously an express train used to run there but it was discontinued when the conversion of narrow gauge line into broad gauge line was taken up. I would request the hon.

Minister to restore this express train.

I would like to give two more suggestions regarding my constituency. First, there is a major station Harauni on the Lucknow-Kanpur railway line. This is an important central point. But no express or mail train stops there. I wrote to the hon. Minister in this connection but no action has been taken so far. The hon. Minister should do something in this regard.

There is Mohanlalganj station on the Lucknow-Faizabad line. The 363 Down and 62 Down express Trains do not stop there now. Several assurance have been given to the people in this regard but nothing concrete has emerged. The hon. Minister should look into it and if it is possible, stoppage of Mail and Express train should be provided there.

Previously, 294 UP and 30 DN Lucknow-Delhi Mail train used to halt at Malihabad station. But the same has been discontinued now. I would request that stoppage for this Mail train should be provided at this station at least between the period from 20th May to 31st July.

There has been shortage of reservation clerks for the last many years in the reservation office of the Charbagh railway station on the Northern Railway. This has been brought to the notice of concerned authorities many times. I would request the hon. Minister to increase the number of clerks there. Besides, the Supervisor there has to attend 6 telephone With lines. the result the V.I.Ps. whether they are Members or the high officials have to wait for a longer time. So, an Asstt. Supervisor should be appointed there. Some of the telephones of Charbagh Railway Station are lying dead for the last 6 months due to excessive rains and some are not working properly. I would request the hon. Minister to get them repaired.

No person belonging to the weaker section has been appointed as member of the committee on railway quarters in Lucknow for the last 37 years. There have been representation in this regard for the last many years. The hon. Minister should look into it to ensure that a person be-

longing to weaker section is appointed in the committee.

A reference was made about alarm chain pulling. In this connection I would suggest that alarm chain system should be abolished in all trains except in some mail trains or express trains.

A committee of Members of Parliament was formed for northern railway and north-eastern railway. The committee which has a long list of membership has not met for the last one year. The hon. Minister should look into it.

With these words I again congratulate the hon. Minister for presenting this socialistic Budget.

\*SHRI V. KRISHNA RAO (Chikballapur): Mr. Chairman, Sir, I wholeheartedly welcome the Railway Budget for the year 1986-87 presented by our hon. Minister Shri Bansi Lalji. This budget inspires the common people and it has a socialistic approach. I commend this popular budget and place the certain important suggestions for the kind consideration of the hon. Minister.

The railway line between Bangalore and Madras is a very important and very high density route. But unfortunately this line has not been electrified even though several thousands of passengers travel in this route daily. This line between Madras and Jolarpet has been electrified. But between Jolarpet and Bangalore no progress has been made in regard to electrification. Journey between Jolarpet and Bangalore is very tiresome and it takes unusually long time. I plead with hon. Minister to complete the electrification of this line immediately. Doubling of this line is going on for the last several years. Doubling has been completed from Madras upto Kuppam. But doubling work from Kuppam to Bangalore is going on at snail's pace. I request the Government to speed up this doubling work and complete it early.

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\*The speech was originally delivered in Kannada.

Karnataka Express which runs between Bangalore and New Delhi is only bi-weekly. There is great rush in this train and hence it should be made a daily train.

The conversion of metre gauge line into broad gauge line between Mysore and Bangalore is also going on very slowly. Mysore is one of the most beautiful cities in India. It is also one of the oldest cities of our country. It attracts thousands of tourists from different parts of India and from foreign countries daily. Bangalore the capital city of Karnataka is the garden city of India. These two most important cities of my State should have a broad gauge link. I hope the conversion of this vital line would be completed very soon. Similarly conversions of Bangalore-Miraj-line is one of the oldest demand of the people of Karnataka. This line links North Indian regions with Southern regions and hence conversion of this line has to be taken up on top priority basis and it should be completed very urgently. In my constituency there is a narrow gauge line between Yelahanka and Bangarpet via Chikaballapur. Potato is being produced in huge quantities in this area and it is exported. Therefore, this line has to be converted into broad gauge line. There are some important new railway lines to be installed in my State. One of them is Bangalore Tirupati line via Madanapalli. Every day thousands of pilgrims from Bangalore go to Tirupati to have darshan of Lord Venkateshwara. The Government should take up this work as early as possible.

Southern States especially Karnataka State has been very much neglected by the Railway Ministry. Construction work of Chitradurga-Rayadurga—100Kms. new metre gauge line is going on. But only an amount of 20 lakhs of rupees has been allotted in the current year for this purpose. If such a small amount is allocated every year I am afraid that even our children will not be able to see this new railway line in their life time.

For the extension of loops at Bisantham and Bangarpet to hold 70 vehicles there is provision of only one lakh rupees and the anticipated cost is 53 lakhs of rupees. At this rate for completing this

[Shri V. Krishna Rao]

work it requires at least 53 years. Therefore, I request the hon. Minister to allocate more money and to complete such small works in a short duration.

In Harihar-Hubli section for replacement of token instruments by tokenless on age-cum-condition basis (13 block section) there is a provision of only one lakh rupees in the current year whereas the anticipated cost is 62 lakhs. This allocation must be increased.

For setting up satellite Diesel Loco Shed in the existing steam loco shed at Purna there is a provision of only 10 lakhs of rupees this year whereas the total anticipated cost is 92 lakhs of rupees. This amount also should be increased.

The latest total anticipated cost of the conversion of Mysore-Bangalore metre gauge to broad gauge is 26 crores and two lakhs of rupees. This year only 49 lakhs of rupees have been allocated for this purpose. I request Shri Bansilalji to make more allocation for this very important work.

For setting up of diesel shed for homing 60 BG locomotives with a scope for expansion to home 100 locos at Krishna Rajapuram ten lakhs of rupees have been allocated for this year. The balance amount to complete this work is only a meagre one lakh rupees. As this is a very small amount it should be allocated very soon and the work at Krishnarajapuram should be completed immediately.

An increase of 7.5 % in second class fare has been effected to passengers travelling upto 250 KMs. Beyond 250 KMs. the increase is only 5%. As the hon. Minister is aware the passengers who travel upto 250 Kms. and less are very poor people. Hence I request the Government to reduce the second class fare from 7.5% to 5% for those passengers who travel short distances.

A very poor quality of food is being served in the trains. I humbly request the hon. Minister to travel by train and to see the kind of food that is provided in

the trains these days. I request him to take all steps to improve the catering service in the Indian railways.

Robbery and looting is going on unabated in the Indian railways. Recently, it has appeared on the front pages of newspapers like Hindu, Prjavani etc. that Karnataka Express has been looted near Wadi stations. Stringent measures have to be taken to stop such robberies. The Govt. should increase the security forces.

Theft in the trains should be brought to an end immediately.

Regarding recruitment of employees to the railway departments there is a great injustice to the people of Karnataka. This has to be rectified and opportunities have to be provided to the Kannadigas also to get employment in the Indian railways.

This budget is a very popular budget. People throughout the country have hailed this budget. I commend and welcome this railway budget. Sir, I thank you for allowing me to participate in this lively discussion and with these words I conclude my speech.

[English]

SHRI THAMPAN THOMAS (Mavelikara): Sir, this Railway Budget is short-sighted. It is not keeping pace with the developments and requirements of the country. You have no plan to utilise the energy which is available. There are no plans to meet the people's requirements both for goods transportation and for passenger traffic. I will give you one example. Take Kerala for instance. My friends have talked about Kerala. As a case history you may examine this. Why are the Railways not utilising the facilities which are available? Electricity is in surplus. Have you got any plan or programme to utilise this surplus energy? Perhaps if you have a plan you may have to invest more money in the initial stage but in the long run I am sure it is profitable for the Railways. Have you thought of that programme wherever energy is available to electrify the trains? There is no such plan with you.

There is a railway line between Trivandrum and Ernakulam which is always saturated with traffic. It is a single line. People have demanded that this line should be doubled and more trains should be provided. Have you got any plan to double the line and put more trains in that area? Sir, it is a sad thing that you have got no programme to encourage industrialisation by providing Railway lines wherever they are required. You know that economic development and industrial development by and large depend upon railway facilities. Not only that. More employment can be given to our unemployed youth. You have no such programme. Even in the present circumstances, if you put one more engine to the existing train, more bogies can be attached and temporarily the requirements can be met. Such suggestions have not been considered by you. We are seeing that the people's requirements are not adequately met. There is shortage everywhere. People are waiting in the Railway Stations for a long time. People are travelling on the top of the trains. It is because there is scarcity in getting trains from one station to other stations. Goods are now put in railway compounds and yards because of non-availability of railway wagons and railway engines for transporting them. Therefore, you should have a programme considering the developments and requirements of the country. In these circumstances, you have floated global tenders for making wagons for the Indian Railways without using the facilities available in India. You approach all countries other than India for this. Instead of utilising the opportunities which are available in the coach factories in India and also the workshops in India, you have floated global tenders for making wagons abroad and bringing them over here. I do not know what has prompted the Railways to do so. If the manpower is available, if the facilities are available, why can't you manufacture wagons here itself? This has resulted in the lay-offs or lock-outs in the factories in west Bengal which manufacture wagons. There, the people are prepared to work, but you are not giving work to them.

I can't understand why you are having the contract system. you are the biggest

employer in Asia, you can have your own employees. But planning in this matter is not proper. If the requirement is not properly visualised in the interest of the country and you are giving contracts to private parties, they will enrich themselves at the cost of the Railways.

Sir, the Railway Minister's budget has a sugar-coated approach with a sour capsule in it. Especially my State, Kerala, is feeling the pinch of it because 3 million people of Kerala go outside Kerala for work. All of them will have to pay 5%, 7% and 12% in excess of what they are paying at present. It is true that you have not increased Second Class local fare and freight charges. But about the freight charges the experience with people who travel long distances is the other way round.

You are charging six times for the luggage which they carry with them at present. The Railway Board has issued orders in this regard. Is it covered by any statutory provision? Has the Railways got any authority to do so? Now, the season ticket holders can only carry an umbrella and a tiffin box with them. You are making money in a subtle way instead of levying it directly on the public. The people are charged six times the freight which was charged earlier and therefore, I would like to point out that in both these ways your approach is wrong and anti-people.

There is another important thing which I would like to point out & that is that you are chairing the biggest Department in Asia employing millions of workers. Now, the employees working in the Railways have got a feeling of insecurity. On the basis of the decision of the Supreme Court under Article 311, the maximum number of persons terminated is in the Railways. Instead of allowing them to have trade union rights, you have taken away their collective bargaining rights. You have brought them under the purview of administrative tribunals. Now they cannot bargain.

You are still having the contract labour and casual labour in the Railways. Why? you are encouraging private sector by

[Shri Thampan Thomas]

giving them contracts in respect of construction, catering etc. which you could have done directly. There are a number of workers who have put in 20 years of service, but yet they are casual. Have you thought of regularising them? Now, the Railways Service is not at all attractive. Once it was superior to the State Government service and factory employees. Now this is the worst type of service in India available and all sorts of exploitation is taking place, more exploitation than that of a private employer. So, I would request you to look into these matters and rectify the maladies and also build Railways for the interest of the nation and the people who are involved in it.

[*Translation*]

\*SHRIMATI KESHARBAI KSHIRSA-GAR (Bhir) : Mr. Chairman Sir, I rise to support the railway budget presented by hon. Railway Minister Shri Bansilalji for the year 1986-87. Hon. Minister has formulated the budget keeping in view the interests of common man and poor people. The present budget has not proposed any increase in the fares of passenger trains. This step has given relief to 90% poor people of our country. Similarly, there is no increase in freight charges. This step will also help in containing price rise of various essential commodities. Had there been increase in freight rate, it would have led to further rise in prices. But as there is no increase in freight charges, it will not lead to further price rise.

I congratulate the hon. Minister for taking some concrete steps with a view to giving relief to common people. The present budget does not propose any increase in the fares of suburban trains. This measure will give relief to the metropolitan population.

I welcome the decision to set up a coach factory at Kapoorthala which will manufacture about 1000 coaches every year. I am very glad that hon. Minister has given cohesion to youth by giving 25% concession in fares to youths who travel in a

group of 10 for distance over 1000 Kms. This will enable the youth to travel far and wide in the country and create a feeling of national integration in them.

I congratulate the hon. Minister for introducing of computerisation for reservation. Presently the scheme is limited to some trains. But if it is effectively implemented, it will go a long way in checking malpractices and corruption in reservation of railway tickets. I am also happy to note that 350 new trains are going to be introduced this year. The scheme of construction of houses for 5000 railway employees is also laudable.

The proposal to increase 2nd class fare by 5% and 7½% is going to hit poor persons very hard. As poor people travel by 2nd class they will hardly be able to bear the burden of increase in 2nd class fares. I would like to humbly request the hon. Minister to withdraw the hike in 2nd class fares.

Freight earning traffic which was of the order of 23 crores 80 lakh tons in 1984-85 has gone up this year. In the first 9 months of 1985 it was the order of 18 crores 70 lakhs tons. The earning of passenger traffic has also increased by Rs. 400 crores.

Though the railways have earned significantly yet there are problems of development and expansion before the railways. Some of these are, laying of new railway lines of 2000 Kms. electrification of track of 3400 Kms. and other projects of track renewal, gauge conversion etc. Railways contributed Rs. 270 crores to general revenue in 1984-85. In 1985-86 this contribution will increase from Rs. 270 crores to Rs. 590 crores. A provision of Rs. 280 crores has been made towards depreciation and reserve fund which is Rs. 20 crores more than the last year.

As I have mentioned earlier hon. Minister has taken a good step by offering 25% concession in fares to youth travelling beyond 1000 Kms. In this context I would like to make a suggestion that farmers holding lands upto 10 acres should also be given similar concession to

\*The speech was originally delivered in marathi.

enable them to attend agricultural conferences and melas organised in various parts of the country.

Regarding passenger amenities I would like to say that adequate attention is not being paid at present. Drinking water, lighting in compartments and fresh and tasty food is not served to the passengers. Tea which is served in the compartments is utterly hopeless in quality. It is nothing but a cup of hot water. It is necessary to improve these passenger amenities considerably. I would like to suggest that women organisations should be allowed to run the railway canteen and oversee catering arrangement in railways. Women advisory committees should be appointed to supervise catering services in Railways. It is needless to say that as women are hardworking by nature, they will improve catering services and also economise expenditure on catering. I request the hon. Minister to kindly consider my suggestion for improvement of catering services. I also suggest that 25% women employees should be appointed in railway canteens.

Some passengers take liquor in railway compartments and harass women passengers. Though there is legal prohibition to take liquor in railway compartments, some passengers indulge in it. I have raised this issue earlier in this House. But no attention has been paid to it. I request the hon. Minister to treat this as serious matter and take stringent action against those who take liquor while travelling and save women passenger from harassment.

I would like to say a few words about my constituency Beed. I am sorry to say that even after 38 years of independence there is not even a single new railway line of even 1 Km. in my constituency. Beed is the most backward district of Maharashtra. As there are no railway lines, industries have not come up in this district. Unemployment is growing day by day. More than 3 lakh workers of this district go out to other places in search of employment. It is clear that the development of this area has not taken place mainly because there are no railway lines in this area. Due to lack of railway lines no entrepreneurs come forward to set up

industry here, no marketing centres have grown here due to inadequate transport facility. No worthwhile development of this area will take place unless a network of railway lines is laid in this area. Realising this need, the people of this area have demanded new railway lines in this area. Many delegations have met hon. Prime Minister and Railway Minister from time to time. The people of this area have nurtured a feeling that they have been neglected in the matter of railways. They are agitating for laying new railway lines which alone will ensure the development of this area.

Manmad-Aurangabad-Parali-Adilabad railway line is very critical for the development of this area. A meagre allocation of one or two crores of rupees made every year is an affront to the people of this area. I request the hon. Minister to take up the construction of this line as early as possible. The Government of Maharashtra have already recommended construction of this railway line in Marathwada.

It is necessary to construct an over-bridge at Parali Station. There is congestion of traffic for one or two hours at the present railway crossing. Many accidents have taken place here. Therefore, I request that an over bridge should be constructed here.

Latur-Kurduwadi-Pandharpur-Miraj line has already been surveyed. The construction work of this metre gauge line should be started at the earliest and necessary provision should be made for it in the budget. With these words I support the railway budget and thank you for giving me time to speak.

[English]

SHRI CHINTAMANI JENA (Balasore) : I rise to support the Railway Budget which is a socialistic one. I must say. Why I am saying that this is a socialistic budget is that in spite of the steep rise in prices of coal, diesel, food-grains, etc., the hon. Minister has not increased the freight rates for goods traffic, parcel and luggages. The Minister might have collected a big amount by doing so to meet the other expenditure, but he has

[Shri Chintamani Jena]

not done so. If he has increased, a huge amount would have come to the exchequer as you may be knowing the goods traffic in 1985-86 has established an all-time record of 250 million tonnes and it will be much more in 1986-87. The transport output in terms of net revenue km. in the first nine months of the current year also exceeded the output in the corresponding period of 1984-85 by 14%. The progress of planning also, I must say, is praiseworthy. While the total plan outlay for railways in 1985-86 is Rs. 2050 crores, it has been increased to Rs. 2650 crores for 1986-87. The Seventh Plan outlay also, is increased to Rs. 12,334 crores, of which more than 50 per cent will be met from the resources to be generated by the Railways. It is as against the 42 per cent in the 6th Plan period. I must congratulate the honourable Prime Minister, the Planning Commission to have realised the constraints of resources which the Railway Ministry face and they have increased the plan outlay to some extent.

14.09 hrs.

Some honourable Members in the Opposition are opposing the increase in fares of second class Mail and Express trains. But they should realise that the percentage of commuters travelling in second-class Mail and Express trains are not much higher than those commuters who are travelling in ordinary second-class and those commuters who are travelling in suburban trains. Second-class passengers constituted—if I am correct—78.5 per cent of the total number of passengers using Indian Railways during 1984-85 and about 55 per cent are travelling in suburban trains. But the honourable Minister has not increased the fares of monthly tickets. I must convey my gratitude to the honourable Minister for not increasing the fares of monthly tickets by which a large percentage of commuters would have been affected. Besides, 36 per cent commuters are travelling in ordinary second-class and the passenger trains and they are not affected. So a very few percentage of commuters are affected by it.

Coming to the first-class and AC and AC Chair-car etc, my honourable friends in

opposition should not forget that if we do not adopt the policy of more comforts for more money, how can you expect more facilities in our country? If we do not adopt the policy that those who have the means to pay, they must pay, then how can we expect all-round improvement of our country which is a developing one and also a socialist country? The Honourable Transport Minister and his colleague honourable Shri Scindiaji in particular and the railwaymen in general deserve the credit that the freight performance of the Railways has been going very remarkably. This is a most welcome feature as the country depends upon railway-transport for boosting its economy. At the same time, the people depend very heavily on railway transport. The masses cannot afford to travel by air which is beyond their reach. That is why I must say that any increase in passenger service, especially long distance services is very important. But I feel that the Planning Commission and the Finance Ministry are not giving their proper attention to this resulting the Railways finding shortage of resources and the capacity for additional passenger traffic.

If it is a good news for us that the new Coach Factory at Kaprthala will be producing coaches very soon which may meet the acute shortage of coaches. The Railways also deserve credit to improve the quality of travel within their limited resources. I strongly feel that rationalisation of passenger links, speeding up of trains and the continuous emphasis on punctuality are the methods through which Railways will be able to achieve results. These are the need of the hour.

In this connection I would request the hon. Transport Minister that, while replying, he may kindly mention the percentage of punctuality which has been achieved in the last year.

Further, I am grateful to the hon. Minister for adopting a simple procedure for refund of unused tickets—for which the users are very much thankful to him.

I also congratulate him for taking keen interest in introducing computers for passenger reservation, particularly the people in metropolitan cities like New Delhi consider it a great advantage and a boon

because they are able to get the reservation through computer by standing in the queue only for 10 or 15 minutes. The users are urging that this facility be extended to other places also. I am sure, under the dynamic leadership of the present hon. Minister of Transport, it will be extended very soon to other places all over the country, at least to important railway stations.

Coming to freight operation through computers, I have collected information that, because of this system, in foreign countries the Railways are earning more profit; with less expenditure, the freight operation is done through computers. This system should be introduced here also, and I would request the Planning Commission to finance the Railways for this purpose.

Coming to my State, Orissa, it could not get its due share from the Railways. Out of the total kilometerage of railway lines in the country, Orissa has received only three per cent of it. I would request the hon. Transport Minister to reconsider the whole issue, so that the disparity may not be there—which is the aim and object of our Party and Government.

Even though one-third of the kilometerage of railway lines of the South-Eastern Railway has come under Orissa, out of the seven Railway Divisions, Orissa has got only one. In the year 1983, the then Railway Minister and the then General Secretary of Congress-I, our beloved Prime Minister Shri Rajiv Gandhi, laid the foundation-stone at Sambalpur, but due to lack of resources, this has been badly neglected. I would request the hon. Minister to allot more funds for this. One Chaudhuri had laid the foundation-stone and I would request another Chaudhuri to complete it within two years.

Coming to my constituency, I have been requesting the former Railway Ministers and also the present Transport Minister, for the last so many years, for conversion of the Rupsa-Bangriposhi narrow gauge railway line into a broad gauge line. The techno-economic survey for this has already been completed and it has been found to be remunerative. I would

request the hon. Transport Minister to give priority for this conversion.

It was announced that one Fast Passenger would be introduced between Balasore and Bhubaneswar, the State Capital. It has not so far been introduced. I would request that this may kindly be introduced from 1st April, 1986.

[*Translation*]

SHRI MOOL CHAND DAGA (Pali) : Mr. Speaker, Sir, the hon. Railway Minister is receiving bouquets from all quarters and if he makes provision for playing cassettes and showing movies in the second class and other compartments, people will praise him all the more.

SHRI RAM PYARE PANIKA (Rohertsganj) : First you congratulate him.

SHRI MOOL CHAND DAGA : What more thanks should I extend to him? Just now Chaudhari Sahib of Haryana was praising the Budget. What I would like to say is that a zonal office should be set up either at Jodhpur or Jaipur or Ajmer. Bansilalji wants that we should travel by camels instead of trains and this will make us strong.

14.10 hrs.

(*English*)

[Mr. DEPUTY SPEAKER *in the Chair*]

MR. DEPUTY SPEAKER : That is why you prefer to travel by Camels.

[*Translation*]

SHRI MOOL CHAND DAGA : Not even one Kilometer of new meter-gauge line has been constructed in Rajasthan. In the 201 Up and 202DN trains which run in our State, except the ACC two tier, all other bogies are outdated and old. We have been demanding broad-gauge line in our State for the last twenty years but even meter gauge line is not being provided to us.

There is a deficit of Rs. 69 crore in the Budget. This has been caused by uneconomical railway lines. Every year there is



[Shri Mool Chand Daga]

deficit in the budget. You made a strong plea that short distance passengers should travel by buses. I hope that no public agitation will take place in the tenure of Bansi Lal Ji.

The working expenditure of railway was Rs. 3199 crore in 1982-83, Rs. 3328 crore in 1983-84, Rs. 4071 crore in 1984-85, Rs. 4613 crore in 1985-86 and Rs. 4700 crore in 1986-87. Earlier the expenditure was Rs. 4613 crore and now it is Rs. 4700 crore. Why has such a budget been prepared? It transpires from what has been stated that there is a shortage of wagons but still they are earning. I would request that for Rajasthan you should do at least two things. Firstly, get the work done on Barse-Billara meter gauge line. At present, Rajasthan is in the grip of famine. Therefore, instead of Rs. 10 crore you will have to spend only Rs. 5 crore and people will work on the entire line. In this famine period, that line can easily be constructed. Whatever work you have done, you have paid the dividend and you have made the full payment. One thing more I have said. The Report of the Railway Reforms Commission has come. You may kindly open a Zonal Office at Jodhpur or Ajmer. *(Interruptions)*

One thing I want to say about Raunakpur Express. This train has only 7 coaches which are in very bad shape. You should find out as to why such coaches have been attached to the train. That is why I want to request you to pay some attention to Rajasthan also.

With these words, I thank you and conclude.

[English]

SHRI ATA-UR RAHMAN (Barapet) : Mr. Deputy Speaker, Sir, I know you are running against time. I do not want to take a long time. I would like only to recapitulate some of the points which have been raised by my colleague. Shri Dinesh Goswami.

I have made a strategy that I would point out those points which he has raised

and also a few more points that I would be adding. If I cross the limit of five minutes, I hope, at least these points will be taken note of since the Railway Minister himself is present. I come from a very very difficult part of the country in the sense...

AN. HON. MEMBER : It is part of the country.

SHRI ATA-UR RAHMAN : You may call it a difficult region also which is cut off from the rest of the country and the railway line is a kind of umbilical cord & we do not want to snap that. I have mentioned about the geographical position but the most important point in this particular situation is that we have only one entry point to the North Eastern region with only tentry & exit point on the State border. Because of transport difficulties the prices in Assam are the highest in India. If we do not take care of transport we will be sunk for the future and there will be trouble. As the railways have not been able to meet our demands the road transport are making inroads and there are lot of anomalies in the road transport also. I would not like to cry down the railways they have done very well in the sense of railway track maintenance as in foreign countries which I have seen. But so far as quality of coaches and other things are concerned they are not doing well and I do not know how, an improvement can be brought about.

The other point I want to raise is about old rakes. If you look at the figures—I tried to get the figures but I could not get them—the North Eastern railway have the oldest carriages going in India. When I made an inquiry about it I was told that we are so far away and the coaches that are sent to our region are picked up by others on the way. So, we find both on the meter gauge as well as broad gauge the worst possible coaches on the North Eastern railway.

Sir, the other day when I was travelling by train as I was entering I found the line-oleum coming out of the floor at Gauhati. I thought I should put this particular fact before this august House. Reservation of

tickets is a big racket in Assam, particularly in Guwahati. I am sorry to say that if you go by the front-door, you don't get any tickets and if you go by the back-door, you can get tickets. For example, when a marriage party in Guwahati recently wanted to buy railway tickets for their return journey, they could not get the tickets. But when a particular man approached them assuring, "I could get ticket for you, don't worry", this was possible. He came back after one hour with tickets for 40 or 50 people. The marriage party members asked him how he could get the tickets. The man said that there are other ways to get the tickets. So, Sir, I would request the Railway Minister to keep a close watch on the reservation of tickets in Assam and, of course, if possible everywhere. In fact, it would not be a bad idea to have Railway officials sitting at big junctions so that they can keep a watch over the reservations just as we used to do control rooms when law and order situation arose. I am sorry to say that this matter goes unattended and it does not get the sort of attention it required. When somebody at the high level wants a ticket, he is provided from reservation quota of ticket in the headquarters but not from others.

Sir, we have got one railway line in Guwahati and another metre gauge line on the north bank with limited seating capacity. Army personnel make matter worse, I wonder why army can not get sufficient extraboggies to travel. As you know, there is a big deployment of army personnel in the area and they should have special train running for them. Because of on-rush, the army personnel while trying to get into the trains, quarrels at the railway stations. I hope the Railway Minister should take note of this particular aspect of the matter. Relief would come to passengers if Army personnel are segregated.

The next point is very very important. It is almost a sentimental matter. This is about the diversion of railway line at Guwahati. Shri Dinesh Goswami has already spoken in detail on this point. But another point to which I would like to draw the attention of the Minister is that Guwahati is rather a small city and it has

only one road going from East to West. The Railway line passes through the heart of Guwahati and it is impossible for the traffic to move on one road. Even if one wants to go from East to West, the traffic is so congested and heavy that one would not be able to move so easily. I would therefore request the hon. Minister kindly to send a very high power Body so that they can make a survey of this important issue and do the needful immediately. I have talked to my friends in the Railways and they say that if the railway line is diverted, the passengers would have to go very far away from Guwahati. This would not be so. Maligaon is very close to the town where they can shift the goods sheds and the stations. They have old existing railway yards also at the place. The national highway is close to Maligaon. Public should take advantage of the national highway also.

The other thing which I want to mention is about roof-travelling by the passengers in running trains. I would like to suggest that if the roofs of the carriages can be suitably re-designed with spikes, roof-travelling can be easily prevented. The other connected thing I would like to point out here is pollution by passengers travelling on roof making the water tanks dirty—I do not want to say how they spoil the water—one can guess.

Sir, we have been repeatedly asking for a separate Divisional headquarters at Rangia. This has not been done. I would not only urge the Railway Minister to give us a Division at Rangia, but also an Integral Coach Factory at Rangia. Without that, I do not think we can have sufficient number of good carriages required in the north-eastern railways.

Lastly, about the Jogighopa railway bridge which has already been sanctioned. When I was a small kid in thirties, I could see the distance from Jogighopa to Gauhati dotted with red line on the railway map meaning thereby that the railway line would be extended upto Gauhati, but this has not come about so far. The allotment of funds for this particular job has been very negligible. I hope, the Railway Minister would take due notice of this

[Shri Ataur Rahman]

important bridge and the bere and bare then completed as early as possible.

[*Translation*]

SHRI CHANDRA KISHORE PATHAK (Saharsa) : Mr. Deputy Speaker, Sir, I support this Railway Budget because, in the face of the apprehension that the rail fares would be increased due to hike in the prices of petroleum products, the Budget presented by Shri Lal is commendable and for that I thank him. Mr. Deputy Speaker, Sir, if the said fares are increased and at the same time facilities are also provided to the passengers, then the people do not mind the increase in the fares. It is true that certain facilities are provided in the long distance trains but if you see the trains running on branch lines, you will be surprised to see their condition. There is lot of dirt in the coaches, they are without light and one dares not open the doors of the lavatory because it is never cleaned. Regarding punctuality of the trains, less said the better. The distance from Saharsa to Supole is 16 to 17 kms. and one train starts from there but that too is delayed by hours. This causes a lot of inconvenience to the people. If on the one hand, you go on increasing the fares and on the other hand you do not provide facilities to the passengers, then it causes pain and difficulties to the people. I would, therefore, request the hon. Minister to check corruption in the Railway administration. If he can do so, than I think there will be no need to increase the rail fares. If looting of coal, payment of overtime allowance and claims is controlled—if these three things are brought under control—this will not only raise the earnings of the Railways, but the facilities to the passengers will also be increased. But only the fares are increased every year. Today if an ordinary man purchases a bus, he becomes rich enough to construct a palatial building within a short span of time but in the matter of the Railways, in spite of huge net work of trains all over India, there are only losses and losses. To prevent these losses, there is need to gear up the administrative machinery. At this juncture, I want to draw the attention of the hon. Railway Minister towards the problems of my own constituency.

Mr. Deputy Speaker, Sir, earlier Bhapariyahi-Nirmali line was in operation but it was washed away in Kosi flood. Because of this, the people of that area have to travel 100 to 150 kms. *via* a foreign country *viz.* Nepal to reach their own Divisional Headquarters which is some 5 to 6 Kms. away. It is time consuming journey also. I demand that this old line should be restored. We are not demanding any new line. This needs to be paid due attention. Our area is not being developed from the beginning. The reason for this is that as soon as a Minister quits his office, everything comes to a standstill. During Shri Lalit Narain Mishra's time, many lines had been surveyed but no one knows where the files relating to those lines have gone. The people of Bihar are lethargic and are in slumber but when they wake up, they make things difficult. Therefore, I would like to draw your attention to the backward areas. The foundation stone of Chhitoni-Bagha said bridge was laid by Shrimati Indira Gandhi but she too is no more now. No Railway Minister has paid attention towards this side. It can connect U.P. and Bihar. With these words, I welcome the Railway Budget.

SHRI MANKURAM SODI (Bastar) : Mr. Deputy Speaker, Sir, I support the Railway Budget presented by the hon. Minister. I will speak about the area where people have been exploited, suppressed and denied their just rights for hundreds of years. Due to lack of means of transport in that area even after so many years of independence, unlike other areas, justice has not been meted out to them. In the matter of education also, we suffer because good teachers do not go there. Due to lack of means of transport if good teachers do not go there, the children will not be able to get proper education. We remain deprived of those advantages which are available to other areas. Whatever policy or scheme is formulated by the Government for the development of the area remains unknown to the people as good administrators do not go there. In this way the work does not progress according to the plans. The development of agriculture is also impeded. If there is good yield, market is not available and in the absence of means of transport, the farmers are exploited. In our

area salt and 'chironji' are bartered. In this way we have been the victims of exploitation for hundreds of years. Even today we are being exploited because no cottage industry is being encouraged there. Due to lack of means of transport and markets, the traders are unable to reach there.\* For hundreds of years, the labour of the area has been going to the contractors of the other areas for work and becomes bonded there. The other areas have developed due to extension of rail facilities there. We may formulate any number of plans for Adivasi and backward areas. If good administrators do not go in those areas and are not provided incentives for good work, we cannot succeed however hard we may try to develop that area.

Thus, we have been persistently demanding from the hon. Railway Minister for the last 20 years that Raipur line in Bastar district should be linked with Jagdalpur, but not even a mile of railway line has been laid nor is there any hope for it in the future. The railway line at present is upto Beladilla. The railway line upto Beladilla was extended because the industry needed it there and the Central Government considered it necessary to provide railway line there from that point of view. But, from the development point of view, that area has not been given even one mile long railway line, nor any provision has been made in the Seventh Plan in this regard. Thus, the Government did not pay any heed to the persistent demand of the local people. If you do not give a railway line to that area, no purpose is going to be served by formulating plans worth crores of rupees because no skilled worker will be prepared to go there, no body would be prepared to set up any industry there, no good administrator would like to go there. Thus, no developmental work will be possible either in the field of agriculture or in the field of education. Therefore, the actual development of that area will take place only when means of transportation are made available there, otherwise, even crores of rupees spent in the name of tribals and backward areas will not yeild any benefit to them. Therefore, I would again request the hon. Railway Minister to consider the demand

of the tribals and lay at least a few miles of railway line for which I shall be thankful to him.

[English]

SHRI JAGANNATH PATTNAIK (Kalahandi): Mr. Deputy Speaker, Sir, I rise to support the Railway Budget brought forward by our Railway Minister. Sir, no doubt, there is all round development in the Railways. But with some regret, I have to mention that much care has not been taken to see that regional imbalance is completely eradicated. So, there is an imperative need to evolve a new strategic and operational approach to ensure that discrimination and regional imbalance are completely eradicated.

Sir, you know that Orissa is a very backward State so far as railways are concerned. I shall draw the attention of the hon. Minister to include in the survey the Ambaguda-Lanjigarh railway line which is a very rich mineral area and which is an area full of tribal people. Most economically backward areas of Koraput, Kalahandi and other districts like Phulbani will be connected. It will also connect the alumina plant at Damanjodi with Vizag Port. So also, the Khurda-Bolangir railway line which has been included in the survey should be expedited and the work should be completed earlier. Likewise, the Talcher-Sambalpur railway line will expand the collieries and this will help in creating a new industrial infrastructure. The Jakhpura Bansapani railway line will reduce the transportation costs on export tariff. The Koraput-Rayagada line should be completed.

I have given some other proposals and I have drawn the attention of the hon. Minister through various means to introduce a new railway line between Ambaguda-Lanjigarh. I am again repeating this because this is a very important line and that is why I am stressing it. There is a train called the Sambalpur Express from Howrah to Sambalpur. It if can be extended upto Rayagada, the entire southern and western coast of both Orissa and Andhra Pradesh will be benefited. So

[Shri Jagannath Pattnaik]

it should be extended upto Rayagada or a bogey should be attached from Rayagada so that it can be linked to the Sambalpur Express.

And there should be a direct train from Titlagarh to Puri, because Puri is a holy place for the entire mankind. Bhubaneswar is the State capital. This train will provide an opportunity for the people of the western and southern parts to have a direct link with the State capital, and the holy place Puri.

There is a train which is known as the Link Express. It is going up to Raipur. I demand that this Link Express should be extended directly upto Delhi, instead of Raipur.

I have some more points, but the time is short. All the recommendations in the reports of different committees with regard to recruitment, training and promotion should be implemented. We should encourage indigenization. So, the input of imported materials should be reduced. Gradually, we should see that we become self-sufficient in all the industries, including Railways. There should be electrification, because it will serve the purpose of conservation of energy.

There was an argument that electrification would cost Rs. 10 lakhs per Km.; but there is a proposal by the Raj Committee that if we use aluminium, instead of Rs. 10 lakhs, we will have to spend only Rs. 7 lakhs, to complete one Km. So, it should be taken into consideration.

I strongly plead for the complete abolition of the contract labour system. All those labourers should be absorbed as regular labour in Railways.

We have introduced computers now. It is the demand of the modern era. In order to improve our administrative efficiency, and for better management, we must use computers. But we should be careful that it does not squeeze the opportunities for providing employment.

The children of Railway employees

should be given better educational and medical facilities.

One more point—regarding sports. The Railways are playing a vital role in the matter of sports. Many employees from Railways have earned name and fame for this country in many international athletic meets. While thanking the Minister for bringing this about, I would urge upon him to provide more funds for sports activities. If needed, we can bring in internationally eminent coaches, so that our boys can get better training. Through Railway this country will then achieve glory and international gold medals.

With these words, while arguing that the Planning Commission should give more money for Railways because it creates the basic infrastructure for all-round development of the country, I strongly plead that the Minister should ensure that regional imbalance is completely eradicated. In order to fulfil that basic concept and to achieve the socialistic goals, the demands of Orissa should be taken into consideration, and greater attention paid to our State.

[Translation]

SHRI RAJ KUMAR RAI (Ghosi) : Mr. Deputy Speaker, Sir, I am grateful to you for giving me an opportunity to speak on the Railway Budget. I support this Budget. By presenting this Budget, Shri Bansi Lal, whose ability and actions are well-known, has allayed the apprehension that following the hike in petroleum products, the Railway Budget will break the back of the people. Therefore, I express my thanks to him and extend my support to this Budget.

Sir, whereas the entire country has heaved a sigh of relief after the presentation of this Budget but at the same time I would like to draw the attention of the hon. Minister to some aspects which have not received his attention in the Budget.

The work relating to construction of new railway lines has been considerably reduced on the plea that it is not economically viable or that the viability is less. The broad gauge or narrow gauge lines

laid during the British period or a few years thereafter are being strengthened and bulk of the Budget is being spent on these lines. But that region of the country which has unfortunately remained backward all these years has no railway line and if it does not receive his attention now, it will continue to be neglected for decades to come and those areas will lag far behind as far as development is concerned. They will not get full benefits of independence. No area can make any progress if it has no means of communications, railways etc. Sir, I belong to that part of Uttar Pradesh which is totally backward, very poor and has enormous unemployment. There is no industry there. The reason is that there is no broad gauge railway line in that area. The attention of Government has been drawn to the need for a railway line by a number of Members ever since this Parliament came into being. The attention of the hon. Minister of Railways was also drawn, but there is no mention of this even in the Seventh Five Year Plan. Banaras-Chhapra line, Shahganj-Ballia line, Bagha bridge to which Shri Pathak was also just now referring, Dohiaghat-Indara line and many more railway lines could be mentioned. Approval for Banaras Bhatni line was given, but the progress of work on that line is so slow that we feel as if Government are determined not to accelerate the pace of development in our area. I would like to submit to the hon. Minister, through you, that he should come upto the expectations of the people who have reposed trust on his determination to get work done and should pay attention to the backward areas also. We have to compete with Punjab and Haryana. They say that why they were lagging behind where their own leader is the Minister ?

He can say that there is shortage of resources. But, if corruption and pilferage is checked in the railways, it will result in increase in income which could be properly utilised. The expenditure in the railways is more than the income. I have made a comparative study of the reports of 1952, 1954 and 1968 and I have found that the expenditure is ever increasing and as a result of that no new project can be taken up in the near future. There-

fore, there is need to pay attention to it also.

The biggest problem today is over-crowding. This can be judged from the fact that when we travel by train the passengers force their entry even in reserved compartments. Besides, there is problem of reservation also. Nobody wants to travel without reservation. He knows that if he dares to travel without reservation, he will be crushed. A weak persons is simply pushed out. The hon. Minister should pay attention to it.

The hon. Minister has categorically admitted that ticketless travel in trains is on the increase. When he has admitted this he should also have explained the reasons therefor. I strongly feel that if a strong Minister like him is unable to check it, no one else can do so. The ratio of ticketless passengers is gradually increasing. Who will check it if he is unable to do so ? What the official machinery is doing ? Why the orders are not being implemented and where are the funds going ? Why the people are increasingly taking to ticketless travel ? Stringent laws are required to deal with this problem firmly. Today, there is a need to implement such laws. The image of the Government and that of Shri Bansi Lal will improve only if they deal with it firmly so as to bring down the number of ticketless passengers in the days to come.

Sir, there is Mhow junction on Shahganj-Ballia narrow gauge line. Two-three years back when Shri A.B.A Ghani Khan Chouhary was the Railway Minister, he had inaugurated an over-bridge on this line. A well-known administrator of that area had chaired that function. Sir, there is a lot of criticism not because of lack of progress. I met Shri Rajiv Gandhi and Shri Bansi Lal and told them that when some one lays the foundation-stone with an official stamp, it was not proper to say later that the work would start only when the State Government would contribute their share and that the Railways would undertake the construction only after the State Government had constructed the necessary approach roads. The Railways

[Shri Raj Kumar Rai]

are unnecessarily delaying the construction on technical grounds but the people are not going to listen to such lame excuses. When a gentleman like the Railway Minister and Shri Ghani Khan Choudhary inaugurates a work in the presence of 4-6 lakh people think that the work would definitely be done. But, now it would be a blot on the Government if it is delayed unnecessarily due to some technicalities. It is not appreciable if a person like you is unable to do it.

When I met the hon. Minister, I had put before him certain arguments. Incidentally, he is also present in the House. I had informed him that Azamgarh, Ghazipur Ballia are such districts as have no broad-gauge railway line. Even if there is a line or two, the trains which run on them emit a lot of smoke. Today the situation is that due to these difficulties and mismanagement even the officials of that area working in Delhi cannot visit their villages. Similarly people coming to Delhi face the same difficulties. I had requested for some quota of seats at Shahganj in Assam Mail and in Tinsukia mail at Ballia, Azamgarh and Ghazipur. I had also requested for quota of 2-4-6 seats, one or two seats in Ist class and a few in Second class in the trains running for Bombay, Madras and Delhi. If we want to travel to Jaunpur, we are not able to do so. This will not involve much expenditure. The hon. Minister should kindly pay attention to these matters. When will these difficulties be removed if they are not removed during your tenure?

Sir, I would like to submit that the services of my area in the freedom struggle are a glowing saga of sacrifice. The land is fertile there and the people want to work. One can find labourers belonging to Eastern Uttar Pradesh and Western Bihar throughout the world. But in this era of development, these areas are still extremely backward. We have lost patience now. We are expecting a volcano to erupt and then it will bring a revolution and government will be forced to ponder over it. We are constrained to raise these matters again and again in this House. We are being compelled to awaken the government and we have been asked to commit

ourselves to get their grievances redressed and go on "Pad yatra" in Callia, Jaunpur Ghazipur, Azamgarh, Deoria and invite you to visit these places and to highlight their problem, so that you might convince them about the difficulties and ask for their forgiveness. That day is not far when people will lose their patience. With these words, I support the Railway Budget.

\*SHRI P. APPALANARASIMHAM (Anakapalli) : Mr. Deputy Speaker, Sir, presenting a separate budget for Railways is the legacy that we have inherited from the British rulers. I am against this practice. Even after independence the old practice of presenting a separate budget for railways is being followed to this day. Having a separate budget for Railways makes things difficult. Many more procedures have to be followed. For example many accidents takes place at the level crossings at Yelamanchati, Bayyavaram, Anakapalli, Aganampudi. We had been requesting for the construction of overbridges at these places. But because of the cumbersome procedure, we were made to shuttle between Zilla Parishads, National Highway Authority and Railway Ministry. The construction of over bridges at these places has not been taken up so far. So even for a minor thing like construction of an overbridge, one has to follow cumbersome procedure. These delays can be avoided if the Railway Budget is presented alongwith General Budget.

Many hon. Members belonging to the treasury as well as the opposition benches took part in the discussion. Either they were praising the budget or criticising it. They were not really interested in the proper analysis of the budget. The Railway Minister has tried to paint the budget rosy but really it is not so. Developmental activities have been given a low priority. The budget does not mention of developing the railways in the country. All that has been said is just to perform the formality. It is mere a compilation of statistics. No new measures are being introduced to improve the efficiency of the railways. Sir, in foreign countries trains run at a speed of 500 Kms.

\*The speech was originally delivered in Telugu.

to 600 Kms. We, in India cannot even imagine our trains running at such speed. Even the existing speed is being brought down. After a recent accident in Tamilnadu Express the speed is now brought down to 60 Kms. per hour.

Sir, Visakhapatnam is one of the major industrial centres in the country. Visakhapatnam steel plant is fast coming up. A railway line has already been laid. But the construction of the yard or station has not started. Even the location of the yard and the station has not yet been fixed.

Sir, the catering service in our trains is very poor. The quality of the food supplied in the trains is far from satisfactory. Even several members belonging to the Ruling party have complained about it. The food in polythene bags, supplied at stations like Ballarashah, Kazipet stations is quite hopeless. Even the animals would refuse to touch that food. The food should not be supplied in polythene covers and steps have to be taken to improve the catering services.

Sir, the Government have set up a coach factory at Kapurthala in Punjab. I welcome it and wish that such factories come up in every State. But at the same time, I am sorry to say that the Government have ignored the demand of Andhra Pradesh in setting up a coach factory at Kazipet. The decision was taken up long ago. Yet, the decision has not been implemented so far. I request the Government to take steps to set up coach factory at Kazipet.

I take this opportunity to request the hon. Railway Minister to run a passenger train between Samarlakota and Visakhapatnam. Similarly a train between Vijianagaram and Visakhapatnam should also be introduced. These are the long standing demands of the people in the area. The population in Vizag has gone up by 3½ lakhs in the last one and a half year. People from the neighbouring areas come to Vizag to earn their livelihood. Hence introduction of these trains is very much necessary and I hope that hon. Minister will consider this request favourably.

Sir, there is a proposal under consideration of the Government to introduce a train from Vizag to New Delhi. It is said that this train will be connected to the Dakshin Express. In stead of connecting this proposed train to Dakshin Express, I request you to connect it to Andhra Pradesh Express.

Sir, there is a rule of the Ministry of the Railways which prohibits its employees to take up their grievances to the Members of Parliament of MLAs. If an employee approaches any M.P. or an MLA for the redressal of his grievance he becomes liable for disciplinary action. This is atrocious. We are a democracy. Approaching a people's representative for the redressal of personal grievance is not undemocratic. Employees, like any other citizen. have a right to ventilate their grievance before a people's representative. Taking disciplinary action against the employees who approach the public representatives is quite unjustified and uncalled for. Hence I request the hon. Minister to scrap the rule immediately.

Sir, I thank you very much for giving me the opportunity and conclude my speech.

CH. LACHCHHI RAM (Jalaun) : Mr. Deputy Speaker, Sir, I am obliged to you for giving me an opportunity to speak. The Hon. Railway Minister deserves all praise for presenting a Railway budget which is not only encouraging but also in the interest of masses. As the time at my disposal is limited, I would submit a few things about my own area, instead of going into the subtleties of budget. I have been elected from the Bundelkhand area of Uttar Pradesh. It is a backward area and has been a princely State. At present, Government is paying a lot of attention to this area but still much remains to be done there.

15.04 hrs.

[SHRIMATI BASAVARAJESWARI  
in the Chair]

Our area is divided into two districts viz., Jalaun and Jarotha in Jhansi districts,



[Ch. Lachchhi Ram]

I would like to draw your attention to district Jalaun. A railway line between Jhansi and Lucknow passes through our area. Many trains ply on this route. These trains are important and go upto Bombay and Cochin. Some of them come from Gorakhpur and other distant places. But because of single track, these trains often get late. This causes inconvenience to long distance passengers. One train which passes through our area goes to Cochin but it does not stop at Urai which is an important station in our area. It stops while coming but not on its return. I, therefore, demand that it should halt there. But till there is a double track in the area, this problem will not be solved.

I met the Railway Minister along with my colleagues in connection with a railway line. Food-grains and oil-seeds are produced in Konch on a large scale. A railway line was constructed from there to Etah during the British time. But it seems that today efforts are being made to dismantle this railway line. We had requested the hon. Minister to extend it to Gohat but instead of that I received a letter from him disclosing that it is being dismantled because of it being uneconomical. This will cause great resentment among the people there. If a warehouse is constructed there, additional wagons are provided and other shortcomings are removed, then it can prove economically viable. Recently, Rs. 80 lakhs were spent on its conversion into a broad gauge line. If it is dismantled, it would cause great hardship to the people of the area. I would request not to dismantle it but to extend it to Gohat *via* Nandigaon Sewada.

The other area Jarotha in my constituency is surrounded by rivers. Yesterday an hon. Member said that many people in Bundelkhand have never seen a train. There is a long standing demand for a railway line which may pass through Jarotha and connect Mauranipur with Etah. Oil-seeds and foodgrains are produced in large quantity in this area but as this area is surrounded by rivers, which have no bridges, a lot of time is taken to carry the foodgrains to the Mandis. Therefore, there is need to link it with a railway line.

As an hon. Member rightly pointed out, the people of this area are deprived of certain facilities because the Central Railway headquarters is located far away from there. I would, therefore, request that this headquarters should be set up at Jhansi which is a central place.

Passenger trains are delayed because they are driven by steam engine. If the steam engines are replaced by diesel engine this delay can be eliminated. For some days, diesel engines were used in passenger trains on Jhansi-Kanpur route and these started moving on time.

During the time of late Shri Lal Bahadur Shastri, a survey was conducted for construction of a railway line between Urai and Jalaun *via* Etawah. The work is still incomplete and no attention is being paid to a complete it. Besides foodgrains, oilseeds and potatoes, sugarcane is produced on a large scale in this area but in the absence of a railway line and other means of transport, the farmers are not able to get remunerative prices for their produce. With these words, I congratulate the hon. Railway Minister.

SHRI BALASAHEB VIKHE PATIL (Kopargaon) : I thank you for giving me an opportunity to speak. I would not speak for more than three or four minutes. At the outset, I congratulate the hon. Railway Minister and his colleague, the Minister of State for not only checking the fare hike but also improving the working of Railways, thereby adding to the revenue of the Government.

I would like to give a few suggestions in this connection. Firstly, I would like to point out that the passengers have to suffer a lot due to the thefts in the railways. Early steps should be taken to check these thefts. There was a proposal to set up an independent Railway Police Force, instead of the State police to check such thefts but it has not been set up so far. It has been left to the State Government to post the police officers and they post those officers in the Railway Police whom they do not want and this is the reason why there has been no improvement in this regard. I have observed that most of the thefts particularly in I

class compartments take place between Nankhed and Parmani. This matter has been discussed with the concerned authorities many times but there has been neither any improvement in this regard nor any one has been apprehended.

So far as electrification of railway lines is concerned, it needs further improvement. The Mandad-Daund railway line is a link between North and South. Now that both these places have got electricity facility, an electrified link railway line should be provided. It does involve some expenditure but it will surely bring about the needed improvement in the working of railways. There are many industries in this area which can contribute towards its development. I have made efforts in this direction but it has been observed that there is heavy load on the link line that has been constructed there. Last time when I asked a question in Parliament in this regard, I was told that as the load intensity had considerably increased, this line would not be able to withstand any further load. I am not aware of the factual position in this regard. I would request the Government to give serious thought to this matter.

Thirdly, where there are railways, they do contribute to industrialisation. Now population of the cities is increasing. Side by side, the number of jhuggis and jhonpries is also increasing. But owing to increase in population, the people of villages migrate to cities and, therefore, facilities of more railway lines should be provided in the rural areas. There has been a long standing demand to convert Manmad-Aurangabad-Pardi-Baijnath metre gauge line into a broad gauge line and the Government also wants it but it always runs short of funds. There are many state industries in Marathwada but in spite of this, the industrialists do not wish to go there because there is no broad gauge line in the area which results in losses to them. I, therefore, request that this work should be taken up and completed expeditiously. It has been stated that Miraj-Lathur metre gauge line is not economically viable. But if coal supply is provided, this railway line can prove beneficial to the backward area of Marathwada. Similarly, there has been a demand for Ahmednagar-Beed Parli-Baijnath railway line for the last 70 years.

A survey has also been conducted but due to paucity of funds it is not being taken up. This railway line would help the drought prone area and as a result of direct link between Marathwada and Bombay it will help in decentralising the industry.

Besides, I would submit that as the Sholapur Division has become administratively unmanageable, it should be divided into two Divisions. Manmad is acquiring growing importance in the area. Half of the country's food grain stocks are stored in Manmad. Besides Sholapur division, one more division should be created near Manmad or Bhusaval. This will go a long way to improve the working of railways. The railway employees and the passengers will be greatly benefited thereby. Manmad is a big junction. I feel that more facilities should be provided there. Even drinking water has not been made available there. A number of industries are located in Manmad, Srirampur and Ahmednagar but adequate provision for expansion has not been made. The expansion work is being carried in at a snail's pace. This should be speeded up.

Fruits are produced in large quantity in our area. Every year we request the hon. Minister to make arrangements for the transportation of fruits on priority basis. But the same is not being done in spite of the fact that the fruits are a perishable item. As a result, the fruits get rotten there resulting in heavy loss to the growers. Therefore, I would request the Railway Minister to bring forward a legislation under which priority is given to the transportation of seasonal fruits so as to avoid losses to the growers.

Once Pandit Kamalapati Tripathi visited Shirdi. At that time he gave an assurance that a railway line from Punatamba to Shirdi would be constructed. But no such line has been constructed there till this date. I would request that if a Minister gives an assurance then the Minister who succeeds him should fulfil it. Shirdi is a secular holy place and people belonging to other religions also visit that place. So I would request the hon. Minister to fulfil the assurance given by the then Minister,

[Shri Balasaheb Vikhe Patil]

With these words, I welcome the Railway Budget and thank you for giving me an opportunity to speak.

DR. CHANDRA SHEKHAR TRIPATHI (Khalilabad): Mr. Speaker, Sir, I convey my thanks to the hon. Railway Minister for giving relief to the people and for not increasing freight rates in the budget. He has also spelt out measures to check ticketless travel and to remove hardships being faced by the people. The Budget shows that the incidence of train accidents has not come down as yet. But good work has been done in the fields of family welfare and plantation. For this, I congratulate the hon. Minister. Although prices of petroleum products have been raised, yet the rise has not affected the railway Budget. This is a good augury.

Our Government wants that regional imbalances are removed and that the backward areas make progress. It is needless to reiterate in the House that the eastern U.P. is the most backward area in the country where lakhs of people are living below the poverty line and are unemployed. The region has practically no industry. Survey of a railway line from Satjanwa to Gonda *via* Bansi was conducted when Babu Jagjiwan Ram and Shri Shiv Narayan were Railway Ministers but the line has not been constructed so far. Mehdaival town is inhabited by weavers. There is no railway link and therefore they cannot take their goods to market for sale. This is hampering their progress. Vakhira is famous for copper and bronze items. In the absence of railway line there, thousands of traders are leading a life of wants. They are unable to progress. They neither can bring raw-material nor can send finish products for sale. Besides, there is also a famous rice and rock salt Mandi of India at Bansi Naha. But for want of a railway line, the people of the area have remained backward and are facing problem of subsistence. In this context, I would also like to say that the level crossings at Khalilabad is closed thirty minutes before trains arrive. In the absence of an over-bridge there, the traffic comes to a stand still and thousands of people have to face great

hardships. I had raised this matter in the Zonal Committee also and would like to request the hon. Minister in this House that an over-bridge should be constructed there at the earliest. Another thing. The metre-gauge line from Gorakhpur to Lucknow has been converted into broad gauge line as a result the height of platforms at various railway stations has been lowered. The passengers particularly the weak, women and old have to face a great difficulty in boarding. Sometimes they meet with fatal accidents. So I would request that the height of the platforms should be raised at the earliest. Sheds have not been provided at all the platforms. So the passengers have to face great difficulty in the scorching sun and during rains. This should be looked into. I would also like to draw the attention of the hon. Minister to the claims sections of the railways. It has come to notice that medicines, etc., parceled or sent by goods train from Delhi to Lucknow, are pilfered on the way by the railway employees themselves, and the railways have to pay compensation to the tune of crores of rupees. Therefore, Government must fix responsibility in this regard and if it is done, I can say that Railways will not have to pay compensation amounting to crores of rupees and they can invest the amount so saved in the construction of new railway lines. This will help in the progress of the backward and neglected areas.

It is seen that the gap between input and output has increased. As against 100 in 1970, it has increased to 398.6 in 1984-85. I would suggest that extravagance in expenditure should be curtailed. Officers should not be allowed to stay in the five Star hotels and their rooms should not be furnished with luxurious carpets. The savings thus made could be spent on laying new lines in backward areas. This will remove regional imbalances and the people will get maximum transport facilities.

You have made a detailed reference of medical facilities. I have seen a scanning machine at Madras imported from Japan which makes diagnosis of brain and head injury in 10 seconds. In train accidents most of the people die of head and brain injuries and there is no facility available

for making quick diagnoses. In such cases a delay of few seconds can claim life. I would request that such machines should be installed wherever possible so that head or brain injuries are diagnosed without loss of time and the life of the people involved in railway accidents is saved.

More Ayurvedic and Unani hospitals should be set up to provide inexpensive medical facilities.

With these words, I express my thanks to the hon. Minister and support this Budget.

SHRI RAMASHRAY PRASAD SINGH (Jahanabad); Mr. Speaker, Sir, I am thankful to you for giving me an opportunity to speak.

In this Budget, the provision that has been made for laying new railway lines is very nominal. Railway is a very big department and it has a pivotal role to play in the allround development of the country.

Since I have very little time at my disposal, I shall confine myself to certain suggestions pertaining to my constituency only. In our area train is the cheapest mode of transport. Travelling by road or by buses is costly. All people cannot afford to travel by bus. I would like to invite your attention to Patna-Gaya railway line, which was opened for traffic in 1876. The Grand Cord which is called the Gaya-Mughalsarai Branch was opened in 1900 A.D. and the Gaya-Dhanbad Branch Line was commissioned in 1906. Taking into consideration the communication needs of the area, the British Government accorded priority to Patna-Gaya railway branch in the initial stage of operation of railways. I would like to tell the hon. Minister how important the Gaya-Patna railway line is. It was given priority even when India was not independent, but upto now this has not been converted into double line. In the event of any accident on Howrah-Mughalsarai Grand Cord Line and Howrah-Mughalsarai line, all the trains running on this line are diverted to Gaya-Patna line. So, at such time this line provides a very important link. Such is the importance and

priority of this line. Our hon. Minister is a very able and competent person. But no attention has been paid towards this line and it has remained neglected till date. The rolling stock and other things on this line are out dated. The railway lines in this area are also very old. When some accident takes place, the people do not blame the Railway Ministry but by sheer innocence regard it as a national calamity. The Railway Minister is not paying attention towards this. Such an old line has not been doubled so far. I demand that the Patna-Gaya Section should be doubled forthwith. Survey has already been got done here but the resource-constraint should not be an excuse. I would say that the constraint of resources will always remain. Then how will we be able to bring about development. If some area remains undeveloped it gives rise to dissatisfaction, and thus is born terrorism. This is the basic factor for the spread of terrorism and you people are responsible for this. When terrorism, has spread, then, for containing the terrorism, you have to spend more than what you would have spent on laying a railway line, in that area and even then you fail to control terrorism. Therefore, every State should be equally developed. Our Bihar State is a very unfortunate State in which so far nothing has been done in the matter of development of railway net-work. Last year also, I had made a request for making a provision in current Budget for doubling this line. I had also demanded replacement of old rail lines and rolling stock. I request that attention should be paid towards this. The steam engines should also be phased out. The lives of the people should not be played with in this manner.

Now I want to put forth some suggestions about the operation aspect. The passengers going from Patna, Gaya, etc., to Madras and South India have to face many difficulties. No direct rail service is available from there. Therefore, I suggest that Madras-Bokaro Steel City Express should be extended upto Patna. Four additional coaches should be attached to 93-94 Up/Down Patna Ranchi Express which may be Shifted to Madras-Bokaro/Steel City Express at Ranchi to provide facility to the people. Besides in the

[Shri Ramashray Prasad Singh]

absence of stoppage of 93-94 Patna Ranchi Express at Jehanabad, people intending to go to Ranchi from Jehanabad experience a lot of difficulties. My submission is that the number of coaches in this train should be increased. If 350 Dn. Mughalsarai Passenger which starts at 15.45 and arrives at Gaya at 20.25 and remains stationed there for 10 hours, is extended upto Patna, it will provide a lot of facility to the people. Gaya-Patna line which is a very old line should be converted into broad gauge line. With these words I conclude.

SHRI NIHAL SINGH JAIN (Agra) : Mr. Chairman, Sir, I am grateful to you for giving me an opportunity to express my views. Through you, I congratulate the hon. Transport Minister for presenting this balanced Railway Budget and support it. The hon. Minister has taken a bold step by not increasing the railway freights. This will help in containing price rise. Increase in goods traffic, realisation of production targets and computerisation of reservation are really laudable achievements. Continuance of concessional travel for the youth is a very commendable gesture. This will definitely strengthen national integration. The hon. Minister deserves congratulations for renewal of tracks, improvement in railway catering services and simplification of refund rules. I also congratulate him for announcing important surveys to be taken up in 1986-87 between New Delhi and Agra and New Delhi and Kanpur. This will benefit the public and reduce journey time to a great extent. But through you, I want to draw the attention of the hon. Minister to certain fundamental issues. It has been the policy of the Railways to ensure punctuality of trains but the factors that hinder the observance of punctuality are not being removed. In this connection, I would like to draw the attention of the hon. Minister particularly to the Central Railway. On Delhi Madras and Delhi-Bombay routes, there is single line route near Dhoulpur. Similarly, between Babina and Basai, between Hoshangabad and Budni and at several other places there are single line routes. So, my submission is that in order to ensure punctuality of trains it is necessary that the lines are doubled. Electrification of rail track

between Agra and Tundla should be undertaken at the earliest so that east-bound trains could also be run through Agra. One problem is that of the crowd on the stations of metropolitan cities. Take the example of Delhi itself. The Railways Ministry has noticed this. They have from time to time set up two new stations—New Delhi station and Nizamuddin station where fast trains terminate and the passengers bound for other destination have to change the trains. If they have to go to Rajasthan, they will have to go *via* Old Delhi. Therefore, I would request that in order to tackle the problem of overcrowding, many other routes should be studied through which this crowd can be diverted. For example, trains like Tamil Nadu Express coming from South should be terminated at Agra and from there another trains should be made available for Rajasthan. More trains should be started in addition to the existing ones. This arrangement will help in reducing the crowd. This will save the time of the passengers. They will also have to pay less fare. For this, fast trains from Agra to Ahmedabad etc. should be started.

The Ministry of Railways provides many facilities to the country and foreign tourists. Agra is one of the major tourism centres of India. But it has remained neglected so far as these facilities are concerned. Reservation facilities in the trains going to all directions is the minimum for Agra. For example, Delhi-Calcutta route passes through Tundla near Agra but a quota of only two berths is available in Kalka Mail. In Bombay bound mail trains also there is no reservation quota from Mathura or Bharatpur. It should be increased. In Avadh Express, a second class bogie and an AC sleeper should be attached. The condition of waiting rooms at stations is bad. Facilities are lacking there. These also need to be taken care of. Agra is a station of international importance from tourist point of view and as such renovations on large scale inside as well as outside are necessary. Platforms are small, they should be extended. The goods remain lying on the platform. Trolleys too remain parked there. These also make passage narrow and people fall down on the rail tracks. Proper arrangements should be made in this regard also.

The mail trains generally have very few unreserved coaches. Moreover, they are not attached at a fixed place and the passengers have to run from one end to other. In the process they generally miss the train. I suggest that the number of unreserved coaches should be increased, they should be connected at a fixed place and announcement regarding their place should be made prior to the arrival of the trains.

With the development of the cities, the distance between the stations and the newly developed areas has increased. The distance is now some ten to twelve Kms. which causes lot of inconvenience. Therefore, besides main stations of the cities, trains should stop at other stations of those cities. For example, in Agra Cantt. the trains should stop at Rajamandi also. This will be very convenient to the people. Arrangement should also be made for stoppage of Gomati Express at Tundla. There is need for starting a shuttle between Mathura and Agra. Railway line from Agra to places in Madhya Pradesh via Fatehbad-Bah should be restored.

With these words, I express my gratitude to you for giving me time to speak and congratulate the hon. Transport Minister for presenting this Budget.

SHRI K. J. ABBASI (Domariaganj) : Madam Chairperson, I am thankful to you for giving me an opportunity to speak on the Railway Budget. The time is short. Therefore, first of all I congratulate the hon. Minister because everyone was afraid that the fares will be increased in the Budget. But he has not increased them for which he deserves congratulations. Also, it is very satisfying that he has started modernisation and computerisation. The Allocation for staff quarters and for other amenities has been raised. I think this will give much relief to the workers. To be very brief, I come from eastern Uttar Pradesh, which is a very backward area. We wished that a coach factory should have been set up at Khalilabad or Basti if it was not possible to set up it at Gorakhpur. But the Coach Factory has gone to Kapurthala. Still, I would request that something must be given to this area to facilitate its development.

The engines with North Eastern Railways are now twenty years old. Therefore, as long as these engines are not replaced with new ones, the speed of the trains cannot be increased. Although the area is linked with broad gauge line now. The situation continues to be the same. Normally, it takes five hours to reach Basti from Lucknow and as such there has not been any saving of time. I hope, he will pay attention to it also.

I have been writing about the bad condition of the Ist class compartments from time to times, but all in vain. The reason being that entire attention is devoted to A.C.C. The people have also become accustomed to travelling in A.C.C. but old people like me still prefer to travel in Ist class. The condition of the toilets in the Ist class is worse than that of IInd class. At least those bathrooms can be renovated which do not require a large spending.

The trains also run very late. Emergency had worked wonders and we noticed that the trains used to run on right time to the extent of minutes and seconds. As my friend from Basti has said that a proposal had been mooted before 1977 for the construction of Sahjanwar railway line. Thereafter, as hon. Member from our area took over as Minister of State for Railways in 1977. He got the survey conducted. Now people say that had Janata Party not lost power, the railway line would have been constructed and since congress party has come to power now, it will not be constructed. Therefore, my submission is that the construction of this railway line has become necessary also because only two out of the five parliamentary constituencies in our area have the railway facility. The remaining three do not have any such facility. To say that the line is uneconomical is nothing but an excuse. Certainly, it is the question of funds but it would not be uneconomical.

We have also written about raising the level of platforms there. I am in receipt of a letter from the General Manager for which I thank him. An allocation of Rs. 10 64 lakhs has been sought. Estimate for the same has also been received. I would request the hon. Minister to provide funds

[Shri K. J. Abbasi]

at least for one platform if not for two, so that its level is raised.

Bombay is one such city where lakhs of people from one area live. It was after a long struggle that a train was introduced, but it does not cope up with the rush of passengers reservation quota at Basti in IInd class is 75 berths. It should be raised to 150 berths; i.e. two bogies should be attached. Besides, another fast trains from Gorakhpur to Bombay and Gorakhpur to Delhi should be introduced. As of now, we have got only one train, i.e. Jayanti Janata Express by which we come to Delhi. We are three Members from that area and during one railway travel, three companions accompany us. Thus, total comes to six persons. After a prolonged struggle, we got the number of berths increased from two to three—two in the cabin & one outside. Now if he is unable to give us six berths, he can give us at least four so that two persons are accommodated. I hope he would accept this simple demand. At the same time, IInd class quota of reservation in Jayanti Janata should also be increased.

Apart from this, I am to submit that though the catering service in the railways has improved, yet there is scope to improve it further. We cannot compare it with Rajdhani Express, because there the department charges for food in advance, whereas in the case of Jayanti Janata, the payment is made afterwards. But at least catering facilities can be provided on the lines of Rajdhani so that the passengers could get better food.

At many places, tea continues to be served in kettles instead of flask. When served in a kettle, the tea gets cold. Since the flasks are in vogue everywhere, the use of kettle should be stopped. I hope the hon. Minister would pay attention to it.

I had requested him about waiting room facility at Basti railway station. As of now, IInd class three-tier passenger have been accommodated in it with the result that no accommodation is generally available there. Therefore, there should be a separate waiting room for 1st class

passengers. At the same time, I would also say that the timings of the Bombay-bound trains are not at all suitable. One train leaves in the morning and the other in the night and these odd timings cause considerable inconvenience to the passengers. If its time of departure is changed to around 11-12 O'clock in the day, it will be very convenient to the people. There is no problem if it reaches Bombay by 10.00 p.m.

With these words, I thank you for giving me an opportunity to speak.

SHRI TILAKDHARI SINGH (Kodarma) : Mr. Chairman, Sir, I wholeheartedly support the Railway Budget presented by the hon. Minister of Railways. I would request him to ensure that the benefits of this good Budget also reach the remote areas of Chota Nagpur and Santhal Pargana and the Harijan-Adivasis and the people belonging to weaker sections living there.

Northern Chota Nagpur and Hazaribagh Pargana and its divisional headquarters are not linked by rail. There is a long standing demand in this respect and the former Railway Ministers had also given assurances in this regard but no action has so far been taken in this direction. I hope the hon. Minister will make provision in the Budget in this regard and will link these places with the divisional headquarters which has no rail link with it at present. I would like to request the hon. Minister to link Hazaribagh divisional headquarters with Kodarma by rail. Otherwise, the hike or reduction in railway fare will be of no consequence to the people of that area. Therefore, I request that till these areas are linked by railway lines, arrangements should be made to stop Nilanchal Express at Kodarma for two minutes, because the local people catch the train at Kodarma. I once again request the hon. Minister to arrange for two minute stoppage of this train at Kodarma.

Dhanbad is a coal belt. There is a train from Mughalsarai to Gaya. This train should be extended upto Dhanbad for the benefit of the people of that area. At the same time, I would also like to mention that casual labourers are working on Hazaribagh Road for the last two years, but they are not being regularised. On the

contrary, persons whose names are not on the panel are being appointed. I would request the hon. Minister to get this matter looked into and take suitable steps.

Another submission that I want to make to the hon. Minister is that Giridih district falls in Chota Nagpur. The people of Giridih have a long standing demand that rail line should be provided from Kodarma to Hazaribagh. Patna is the capital of Bihar as well as divisional headquarters. A train runs from Giridih to Meghpur. If a bogie for Patna is attached to this train, Meghpur will have direct rail link with Patna. This is my request.

Another train, Patliputra runs from Dhanbad to Patna. This train too has no connection with the train bound for Meghpur, because this train gets late and as a result, it does not give connection for Meghpur. I request that punctuality of time of this train should be ensured so that it may give connection for Meghpur.

As seen from the Budget presented, the Government are doing a number of works. But you had proposed construction of a 40-60 kilometre new railway line. I agree that you are paying more attention to maintenance, but you should also lay new railway lines. I have already mentioned Hazaribagh. It should be connected with Kodarma by rail.

With these words, I support this Budget.

[English]

SHRI K. MOHANDAS (Mukundapuram) : Mr Chairman, Sir, as usual this year's railway budget too has not spared the travelling public. I fail to understand the need for raising the rail fare this time. Maybe the hon. Railway Minister thinks that the people will blame him if he does not raise the fare as it has become an annual ritual and people expect him to do it. Otherwise, because of the excellent performance of the railways both in passenger traffic as well as goods traffic, they could generate a small surplus and the Railway Minister should have been large-hearted enough to spare the passengers as he has done in the case of goods. The rise in second class fare in mail and express

trains by 7.5 per cent and by 5 per cent is by no means small. For a person who goes to Kerala the additional amount that he has to pay is between Rs. 15 and Rs. 20. This by no means is a small increase. I would like to say that this increase in rail fare is going to hit the people of Kerala. A large majority of the Keralites living outside Kerala visit their homes once every year. A large majority of them belong to the fixed income group. For every ticket one has to pay Rs. 15 to Rs. 20 more. For a family of four or five, the additional amount would come to almost Rs. 100. This is going to make a big hole in his pocket. Especially when the price of everything is rising, the people in the fixed income group are the ones who suffer most. Most of the passengers in the second class belong to this category. Therefore, I would request the Railway Minister to reconsider it and withdraw the fare hike.

Now I come to another point. This is in regard to railway development in the country. In this connection, I cannot help saying that my State of Kerala has always got a step-motherly treatment at the hands of the railways. India has more than 60,000 Km. of railway line. Out of this, Kerala's share is only 914 KM. Similarly, in other States, there are 10 KM. of railway line for every one lakh of population whereas in Kerala it is only 4 KM. Not only that, Kerala has not got any railway installation so far. The Government of Kerala had sometime back offered land free of cost and water, electricity and other inputs at reasonable costs for setting up of a railway coach factory. A technical committee had come to Kerala for site inspection, but afterwards the coach factory has gone to Kapurthala. This is what always happens to Kerala. After site inspection, the factory would go to some other State. In this connection, I want to say that our neighbouring States like Tamilnadu, Andhra Pradesh, etc. have more than one railway installation. But Kerala has none. Therefore, I would request the Railway Minister to set up a coach factory in Kerala at least during this plan period.

Within Kerala itself, there is regional imbalance in respect of railway develop-



[Shri K. Mohandas]

ment. The Malabar region is the most backward in this regard. The problems of the travelling public in this region are many. Lack of adequate number of trains, inadequate reservation facilities for those who go to Bombay, Calcutta, Delhi and other parts of India are only some of the problems. These problems have been there since Independence and the authorities have turned a blind eye to these problems. Unfortunately, the Government at the Centre would accept a demand only when it is accompanied with a lot of political pressure and violence. The Government should not give such an impression to the people as this would ultimately destroy the unity of the country. Legitimate demands of every region should be met. Therefore, I would request the Railway Minister to give top priority to the Railway needs of Kerala and also to the undeveloped Malabar region in Kerala.

[Translation]

SHRI JAGANNATH CHOUDHARY (Ballia) : Sir, I am very thankful to you for giving me an opportunity to speak on the Railway Budget. I rise to support the Budget presented by the hon. Minister of Railways. It is indeed a commendable Budget. He has given special relief to the people belonging to the weaker sections and has avoided a general price rise by not increasing the freight rates. The hon. Minister deserves congratulations also because he has tried to give special concessions and facilities during his tenure and I heartily welcome all these steps.

Sir, I come from eastern-most district Ballia of Uttar Pradesh where no industry can be set up because it is linked by narrow gauge line only. Due to this, the people of eastern part of the State face a lot of difficulties. I had requested the hon. Minister during the last budget and I again request him that the narrow gauge line from Varanasi to Chhapra should be converted into broad gauge line. This will immensely benefit the eastern parts of the State and industries will start coming up there. But it is very unfortunate that the Government have not paid any attention to it so far. I have written to the

hon. Railway Minister as well as the hon. Prime Minister in this regard and I hope that this matter would be given a serious consideration and the narrow gauge railway line from Varanasi to Chhapra would be converted into a broad gauge line with a view to facilitating the development of eastern region.

16.00 hrs.

I had appraised the hon. Minister of the difficulties being faced in Ballia city in the matter of transportation. He had assured that it is difficult to convert the line into a broad gauge line. However, an overbridge would certainly be constructed. This will particularly benefit the people going to the courts and the hospital. I want to remind the hon. Minister once again that overbridge in Ballia should be constructed soon and the assurance given should be fulfilled. Decision to convert the Varanasi-Bhatni narrow gauge line into broad gauge line was taken five years back, but work on this line is going on at a very slow speed. I know that there is shortage of funds. I would request that the required funds should be allocated and the pace of work accelerated. The Varanasi-Bhatni link should have been completed by 1985, but nobody knows when it will be completed. I hope this line would soon be completed and the paucity of funds would not be allowed to come in its way. I had submitted an application to the hon. Minister requesting that some berths in Kashi Vishwanath Express should be reserved from Ballia to Delhi for M. Ps. who are required to travel frequently. As of now, we have to get reservation from Varanasi. I want that a quota of at least four berths should be reserved in Ist Class for M. Ps. Generally, people have to face a lot of inconvenience in regard to reservation for travelling from Ballia to Delhi. I request that some berths in Ist Class should be reserved from Ballia so that the people do not have to face difficulty. Train timings should be strictly observed to avoid inconvenience to the passengers. There has been some improvement in the matter of food and sanitation but it is not upto the mark. Provision should be made for reservation for Bombay and Calcutta-bound trains from Ballia. I have already given

this matter in writing. Once again I congratulate the hon. Minister and hope that he would pay more attention to food, sanitation and punctuality of trains. Provision should also be made for the proposed overbridge in this budget and it should be completed in this year itself.

\*SHRI M. SUBBA REDDY (Nandyal): Madam Chairperson, through the Budget presented this year for the Railways is not encouraging an effort was made to wipe off the deficit. It is good. To that extent I welcome the budget. But Sir, the expansion of Railways has been totally neglected this year. No new Railway lines are being taken up this year. In my constituency, Nandyal, we have been pleading repeatedly for constructing an overbridge there. It is a minor thing and does not involve much of expenditure. But it was not taken up. I am sorry to say this. The Government of Andhra Pradesh has already conducted the survey and submitted the Report to the Ministry of Railways for consideration but no action has been taken so far. The report is still pending before the Government. So I request the hon. Minister to intervene in the matter and see that the construction of overbridge at Nandyal is taken up early. Shri P. Venkatasubbiah who represented this constituency, promised to the people to provide this overbridge. He is no more a member of this House. At least to honour the promise made by Shri Venkatasubbiah, the construction of overbridge should be taken up now. (Interruption). Also, he promised a Railway line from Yeraguntla to Nandyal to the people of the constituency. The Government should at least conduct a survey for this line and take up the construction of the line when funds are available. Sir, there is metre gauge line from Secunderabad to Guntakal. This was constructed during the days of Nizam. To this day it is a metre gauge and no steps have been taken to convert it into a broad gauge. The first Prime Minister of India, late Pandit Jawaharlal Nehru during his visit to Kurnool promised to the people that this line will be converted into a broad gauge

and extended upto Guntakal. This promise remained a promise not only throughout his tenure but even to this day. No steps have been taken so far to convert Secunderabad Guntakal line into broad gauge.

The Railway station at Nandyal was constructed during the days of British. It is so small that there is not enough place for the passengers to stand and wait. Nandyal is a Taluq headquarters. Its population is nearly one lakh. Nothing has been done to improve the Railway station. Hence I request the hon. Minister to improve it as early as possible.

There is a train namely Tungabhadra Express which runs from Secunderabad to Kurnool. There is a long standing demand to extend it upto Guntakal. But so far it has not been extended upto Guntakal. They continue to run the express upto Kurnool even though it is not profitable. Steps should be taken to extend this train upto Guntakal without delay. The extension of this train also facilitates the people who come from Bangalore. The passengers coming from Bangalore who alight at Guntakal. There was an Express train from Secunderabad to Bangalore. But now this train has been withdrawn and the passengers are facing great inconvenience. Now they are forced to travel by road. Hence to mitigate the inconvenience of the people of this area, it is quite necessary to extend Tungabhadra Express to Guntakal. I had written several letters to the hon. Minister requesting him for the extension of this train. But the replies that I received from the Ministry are stereotype. It is strange that a clerk in the Ministry of railway replies to the letters from the MPs. It is immaterial how many times I address the letters to the Ministry, the replies that I get from them remain to be the same. The passengers coming from Bangalore who alight at Guntakal and want to travel towards Kurnool are facing great difficulties. They have no connecting train upto Secunderabad. I hope, at least now the Tungabhadra Express will be extended upto Guntakal. Since this Government took over, there are developments on the negative side. The first development is to travel in trains without

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\*The speech was originally delivered in Telugu.

[Shri M. Subba Reddy]

tickets by bribing the conductors and TTIs. The second development is ticketless travelling without bribing the staff. The third development is to run the trains without providing drinking water and catering facilities. These are developments which have taken place since this Govt. assumed office. These are the things which are not narrated but only to be experienced. I suggest that the hon. Minister may travel by trains and see for himself how poor the amenities provided to the people are. He should travel in passenger trains. Otherwise, he will not come to know about the difficulties experienced by passengers. He usually travels by air. Being a Railway Minister, he should also travel in the passenger train to acquaint himself with the problems of traveling. The other day I happened to travel to Udaipur by train. At many points the chain was pulled and passengers got down. It shows the callousness and utter irresponsibility of the authorities. No measures to improve the efficiency are being taken. If the Railway authorities continue to be callous, the efficiency cannot improve. Trains cannot run punctually. Mere increasing the fare will not contribute to the progress of Railways. The income will go down. Pilferage is on the increase. If the Railways can contain ticketless travelling and pilferage, it will go a long way in improving its revenue. So steps have to be taken to control these menaces. Then only the situation will improve.

Sir, there is no justification in having a separate budget for the Railways. During the days of the British, when the Railways were under the control of private companies the budgets used to be separate for all railways. But that is not the position today. Yet, we continue to have separate budgets. Having a separate budget is also affecting the efficiency of Railways. There is not much improvement as a result of it. So it is better to dispense away with the separate budget for Railways.

Sir, passes are being issued to the employees. These employees get the benefit of increased D.A. from time to time. On the one hand they have the benefit of the increased D.A. and on the other have

very little to pay for travelling in the trains. As a result of it they will not have any money to assist the State Governments. Hence instead of overburdening itself by issuing passes freely or at a nominal cost, it is better if the Govt. increases the cost of such passes. What is wrong if the employees who receive enhanced D.A. installment pay a little bit more for the railway pass.

Many foreigners visit the country and travel by our trains. They spend money lavishly here. The Railways issue concessional tickets to these foreigners if they pay in dollars. It will not be burdensome for them to pay a little more for the tickets. Hence the fares of the concessional tickets issued to the foreigners should also be increased.

In these days of advanced civilisation it is a pity to travel by metre gauge. Hence all the metre gauge lines should be converted into broad gauge as fast as possible. The distance between Kurnool and Secunderabad is hardly 120 kms. but it takes not less than 5 hours to cover the distance. It is both inconvenient and a waste of time. Hence the conversion of metre gauge into broad gauge throughout the country is necessary.

Now the fares of 1st class have been increased. Consequently many people who use to travel by 1st class are now travelling in 2nd class. Now all the 1st class bogies are almost empty. Not even an insect can be found in a AC compartments. From Hyderabad it takes 24 hours to reach New Delhi by AP Express. Difference between the 1st class fare of this line and an air ticket is only Rs. 200/-. When the difference between a 1st class ticket and air ticket is very less, one rather prefers to travel by air instead of travelling in train wasting considerable time. When the 1st class fares go up naturally people will try to travel by 2nd class. Thus there will be an additional pressure on the 2nd class travel. The Govt. should take note of these facts before increasing the fares of 1st class journey.

The Government should not ignore the difficulties of the people. In a democratic set up, it is better if the persons at the helm of affairs come into direct contact

with the people. We are a democratic country. The Govt. should think about the difficulties of the people. It is in the spirit that I want the hon. Minister to travel by trains. Then only he can succeed in providing better service to the people. Sir, the other day in the Consultative Committee of the Ministry of Civil Supplies, we happened to discuss the disappearance of two goods wagons. Nothing is known about what happened to them. It shows the state of affairs in the administration of railways. The railways should endeavour to improve the administration. It is the responsibility of the railways to provide at least the minimum facilities like drinking water and good food aboard the trains.

Madam, I do not want to take much time of the House. I thank you very much for giving me this opportunity.

DR. G. S. RAJHANS (Jhanjharpur) : I congratulate the Hon. Transport Minister, Shri Bansi Lal for presenting such a good railway Budget as, I believe, has never been presented since Independence. However, I would like to submit that he has not done justice to Bihar. Prior to Independence it was said that,

[English]

“what Bihar thinks today India thinks tomorrow.”

[Translation]

and today it is said that;

[English]

“What Bihar feels today India feels tomorrow.”

[Translation]

Madam, one of my previous speakers has rightly said that the situation in Bihar and eastern Uttar Pradesh is very explosive and if immediate attention is not paid to their problems, they would acquire gigantic proportions and then it will be impossible to control them. The hon. Minister must be aware that all political parties have started an agitation in Mithila region in North Bihar over abandoning

the construction of Samastipur-Darbhanga broad gauge railway lines and taking it to other area.

16.15 hrs,

SHRI N. VENKATA RATNAM *in the Chair*]

I would like the hon. Minister to listen to my submission patiently. We do not want broad gauge line between Samastipur and Darbhanga but we want justice. The said railway line was under construction when a Railway Minister took it to his constituency. I do not want to name him, but this is injustice.....(Interruptions). I would urge upon him not to allow this injustice. What greater injustice can be done than diverting the railway line by the hon. Minister to his constituency. There was none to raise the voice of Bihar after Shri Lalit Narain Mishra's death. But this injustice will not be tolerated anymore I, therefore, urge the Government to resume work on the Samastipur-Darbhanga broad gauge line to undo the injustice. As my previous speaker pointed out that Nirmali-Bhavtiyadi railway line on Kosi Overbridge was washed away during Kosi floods. As a result, the passengers have to travel a distance of 105 Kms. instead of 5 kms. they used to travel earlier. Is it not injustice? Why are the people of Bihar being treated as second class citizens? For how long will they have to tolerate such a thing? I would like to submit that there were proposals of laying railway lines in Chhota Nagpur and Santhal Paragana even prior to Independence. Hundreds of thousands people have died making representation but the people of this area have not seen a train so far. It seems we will go on making demand. This process will continue. Whenever some proposal is mooted for setting up industrial units in backward areas industrialists express their inability to set them up because they say they would not be able to move raw material to and finished products from these areas in the absence of railway links. If ticketless travel and thefts are checked in the railways in Eastern U.P. and Bihar much more can be done and with the revenue so saved new railway lines can be laid.

There has been a long standing demand for setting up a coach factory in

[Dr. G. S. Rajhans]

Bihar and Eastern Uttar Pradesh. As I had said earlier also, labourers from Bihar and Eastern Uttar Pradesh used to migrate even before independence in search of jobs to Fiji, Mauritius, British, Guyana, etc. Today they are living a life of slaves in Delhi, in Ghaziabad, in Faridabad, in Punjab, in Haryana. I, therefore, request the hon. Minister to set up at least one coach factory in the area so that the people can get employment and they do not have to serve as bonded labour in big cities.

**SHRI RAM PYARE PANIKA :** It should be set up at Mirzapur.

**DR. G.S. RAJHANS :** He may set up anywhere, but it should be set up.

The workers from Bihar and Uttar Pradesh used to travel on the trains roofs but now a legal restriction has been imposed in this regard. I would like to ask the hon. Minister how will this large army of unemployed labour now go? Have you ever thought how else can they travel? There is nobody to care for them and they die like small insects and worms. They die in accidents. I, therefore, plead to him to introduce a Mazdoor express from these areas to ease the situation. They say that they will always remain to be workers and will not rise above it. They go to Delhi, Haryana and Punjab to earn their bread. They want that some arrangements be made for them so that they may also live a respectable life.

I would like to submit that great injustice is being done to those who are unemployed. They are not getting bread and they are starving. Therefore, justice should be done to them.

One hon. Member had suggested that the Patna-Gaya railway line should be converted into a double track to provide an easy link between North and South Bihar. That is why there has been a long standing demand for a railway bridge at Patna. Till this is not constructed, North and South Bihar cannot be linked. We have been making this demand in every budget.

I have a great respect for Shri Bansi-Lal. Whenever I go to him he listens to me very carefully. He has been a close friend of late Shri Lalit Narain Mishra. I therefore, want him to honour the assurance given by late Shri Mishra publicly for railway lines whether it is in respect of Himachal Pradesh or Bihar.

Lakhs of people have to walk from Sultanganj to Deoghar and there has been a demand for a railway line there for the last 80-85 years. Whenever a person from Bihar takes charge of Railway Ministry the proposal for this rail line is mooted but when he is no more in office the proposal is dropped.

I would like to submit one more thing. I do not know whether I should say it or not. It has been agitating my mind for a long time. Shri Lalit Narain Mishra was killed at Samastipur when he was Railway Minister. I would like the Government to instal his statue in Rail Bhawan so that people may remember even after 50 or 60 years that here was a Minister who dies while in the service of the nation.

I can recall the day when Shri Lalit Babu was being persuaded not to visit Samastipur. I was sitting with him in Rail Bhawan at that time. He had said then that the people of Bihar were calling him and if he did not visit them what would they think of him? He went and laid his life there. That is why I say that his statue should be installed in Rail Bhawan so that people may know that this person laid down his life in the service of the nation.

In the end, I would request the hon. Minister to do justice to Bihar and honour the commitments that late Shri Lalit Narain Mishra made. He had promised construction of Samastipur-Darbhanga railway line during the last phase of his life. It was being constructed but was abandoned. I, therefore, request that work should be resumed on this line.

**SHRIMATI USHA VERMA (Kheri) :** Mr. Chariman, Sir, I express my thanks to you for giving me an opportunity to speak on the Railway Budget.

At the outset, I would like to convey my thanks to the hon. Prime Minister for presenting such a progressive and anti-poverty Budget. I hope the Budget will accelerate the pace of development. I welcome this Budget. As has been spelt out in the Budget, the ambitious computer plan costing Rs. 520 crore has been undertaken to streamline the work of transportation of goods. It is a timely, right and imaginative step of the Government. I do hope that this system will not only ensure quick transportation of goods but will also obviate all the difficulties being felt by the business community in this respect.

The Government has done a commendable work by not increasing the freight rates, rates of parcel, fares for second class in passenger trains and the rates of monthly season tickets. For this I would like to convey my thanks to the hon. Transport Minister. There is an important beneficial scheme for the youth in the Railway Budget. Youth travelling in a group of ten will be entitled for 25 per cent concession in the railway Budget. I think this facility is very important for the youth and maximum number of youths will be benefited by it.

Survey for Farrukhabad-Shahajanpur-Gola railway lines has been conducted for 5 to 6 times by the Railway department during the last ten years but it is not understood as to why this line is being neglected. The Railway department has intimated that the department is proposing to lay railway line from Farrukhabad to Puayan Mailani. It is also understood that if a railway line from Shahjanpur to Mohammadi-Gola line is constructed, a distance of about 3 K.Ms. can be saved. It is, therefore, requested that this long standing demand should be fulfilled during the current financial year and a line from Shahajanpur to Gola via Mohammadi should be laid. The people of that area will be thankful to you for this.

Being the President of All India Railway Porters, Vendors and Bearers, I have been placing the problems of railway porters, vendors and bearers before the hon. Transport Minister from time to time.

They should be treated as class IV<sub>1</sub> employees of the Railway and provided all the facilities like medicines etc. On the death of a railway employee, his son or his near relative should be provided job in his place without any trouble. Besides this, other facilities should also be provided to him. The Government should consider the problems of the economically backward people seriously.

The Government is conscious of the need to provide protection to the passengers against accidents. It is gratifying to note that, as stated by the Transport Minister, the number of train accidents has come down this year compared to the last year. However, the Government should pay more attention towards the safety of the passengers.

The nominal increase effected in the fares of upper class trains and the mail trains is justified and is essential for the development of the country. I welcome the step of the Government and would like to assure the House on behalf of the Government that the Government is committed to the removal of the poverty and the implementation of the different developmental schemes. People will see its far reaching results. Coaches of second class should be attached with Kashi Vishwanath train and Lucknow mail at Shahajanpur station. The hon. Minister should look into all these problems. Work on the Farrukhabad railway line has been in progress for the last ten years. I hope that the hon. Minister will look into it and have the work completed speedily. While welcoming the Budget. I would like to convey my thanks to the hon. Minister.

[English]

SHRI PIYUS TIRAKY (Alipurduars): Sir, I am unable to support this Budget. First of all, I would like to draw the attention of the hon. Railway Minister to one thing. He has stated that 90% of the second class passengers have been benefited. No. It is not so. On the contrary, 90% of the second-class passengers have been affected because only in some passengers trains certain concessions have been given. So, the second class passengers throughout the country are in great difficulty. They

[Shri Piyus Tiraky]

travel in India from one State to another in the second class in search of jobs for their livelihood. In the bogies they are not getting any seat to sit, not to speak of any sleeping berths. This is the condition of the poor people who have to travel from place to place. They come to Delhi and other places after travelling such long distances. They move to big cities from places which are long distance away. And these people are very much affected because of this reason. The long distance passengers of the extreme North and the extreme South have been penalised because they are living at far-away place from the capital. Kerala is in the extreme South. These people are affected. So many of our people are living far away from the capital. They have been penalised just because they are living far away from Delhi. People in the Eastern zone, people in the extreme south and people in the hilly areas have been very much affected. For the long distance trains the fares of tickets have been increased and so they have to pay more for their tickets to the Railways. What is their fault? The fault is only that they are living at a place which is far away from the capital. There are hilly areas and border areas which have to be given special attention. This Budget is anti-people. It does not help the poor people.

I am speaking now regarding the North Frontier railway. North Frontier railway zone is one of the railway zones in the country which has been neglected for a long time. Sir, because of the lack of development of this region, it seems that the integrity and unity of the nation is in danger. I say this because there is only one single line which is connecting the eastern zone. It is the considered policy of the Government of India that all the district capitals should be connected with railway line. But this North Frontier and North Eastern region has been neglected so far. No action has been taken in this regard. The people are very much aggrieved on this point. They are asking whether they are within India or outside India, because the Indian Government, especially the Railways, are not looking after the needs of the eastern zone as compared to the other zones of our country.

In this connection, I would like to state that there is one fast train from Trivandrum in Kerala to Delhi via Bombay. But, in the eastern zone, no fast train is available to connect Dibrugarh to Delhi. People have to stay for 3 nights in the train and people have to undertake such a tedious journey to come to Delhi. So, Sir, I demand that there should be one fast train from Dibrugarh to Delhi which should be started without any further delay to give relief to the people of the area.

After the partition the Alipurduar junction was the established junction and it is the sub-divisional headquarters of NEF Railway also. But what happened is, at a stone-throwing distance the Railway Department has made one more station, just 4-5 kilometres away, that is, the New Alipurduar station leaving out the Alipurduar Junction. The Alipurduar Junction has the capacity to handle 8 to 10 trains at a time. But that is abandoned; it does not even have the connection with the BG line. So, it is the demand of the people that Alipurduar Junction should be connected with BG and from Alipurduar Junction to Siliguri, the line should be converted into BG taking into account the importance of the area, because that is a border area and a more sensitive area and the eastern zone is very much sensitive and this is the only connecting line and the Alipurduar Junction is the only important junction in that zone. So, development of that area should not be checked and the area should be developed as early as possible.

Secondly, the Government proposes to have a railway-cum-road bridge over Brahmaputra at Jhogigopa, and the survey has been going on for 10 years. But you are so much delaying it that you may have to spend much more on it. So, this Jhogigopa-Brahmaputra bridge should be expedited and the Government of India, especially the Railway Department, is thinking of that also.

The Union Government is talking of socialism. Your Government is supposed to be a socialist government and the labourers from Ranchi, Santhalparaganas, M.P. and Orissa have gone to the far-flung areas of the eastern zone. So, the demand is that one train should be given, a direct train from Dibrugarh to Ranchi,

to facilitate the people coming from the eastern zone to the most industrialised area of Chotanagpur. It is a pity that on account of the lack of sitting accommodation and safe journey, the people prefer to have a reserved bus right from Dibrugarh and other places to move to their homeland in buses. The experience of the people is that often they have been looted on the way at the connivance of the railway employees and the police. These poor people have been looted and they have lost all their earnings, whatever they have, on their way. So, it is imperative that a direct train be given from Dibrugarh to Ranchi. I had already put this question many times and all the members of that area have also sent a memorandum demanding this. But your excuse is, the line capacity is not there and there are no funds. Like this, you found many excuses just to avoid the genuine demand. But I am very much thankful that you have given one train from Gauhati to Trivandrum. And the people are also very much thankful to you for that. That much I can say.

Similarly, there is a demand that one train should leave Dibrugarh for Ranchi directly and the people want to have that direct train.

A number of letters are coming from many organisations that the quota system should be implemented in favour of Scheduled Castes and Scheduled Tribes candidates against the posts reserved for them in the Railways. Even the small quota reserved for them is not at all honoured in letter and spirit. You say that you have to bring those people in the mainstream of the society, but whatever little that has to be given to them is not given. So, whatever reservation quota that is given to them, must be fulfilled. They must get the jobs reserved for them and if something is wrong somewhere the person concerned who is responsible for it should be punished.

Alipur Duar has five stations within a radius of 3 KM. We have got five stations without any train. This is some sort of a mistake. You should ask your Engineer that Alipur Junction should be connected with BG train. The previous status of Alipur Junction should be maintained. One

loco shed is there. That should be converted to diesel locomotive.

[Translation]

PROF. NIRMALA KUMARI SHAKTAWAT (Chittorgarh) : Mr. Speaker, Sir, I convey my thanks to the hon. Minister for giving relief through the Budget to the people who have been hit hard by the inflation.

Railways form the basis of national unity as they link all the regions of the country. Undoubtedly in our country railways have made tremendous progress. But there are some shortcomings in it towards which I would like to draw the attention of the Government.

We are heading towards 21st century. The slow steam engine is not suitable for the country. I fail to understand as to why steam engines are attached to the trains going towards our area. Now the need of the hour is to switch over to electric engines. We import electric engines. Now we should attain self-sufficiency in the manufacture of electric engines.

Railways have a lot to do from the safety point of view. The women passengers travelling in the trains have to face many odds. No co-ordination exists between G.R.P. and the Railway Police Force. The Government should look into this matter.

So far as the catering in the Railways is concerned, although some improvement has been made in it but the situation is still far from satisfactory. In the railway canteen of the Parliament House, unhygienic and stale meals are quite often served to the women Members of Parliament. We have drawn the attention of the concerned authority towards it many times. When such is the condition prevailing here, the conditions in the canteens at the Railway Stations can be well imagined. As such, there is need for more checking in this respect.

I have been elected from Rajasthan. You know about the unsatisfactory railway service in Rajasthan. Of course, some



[Prof. Nirmala Kumari Shaktawat]

improvement has been made in the railway since the time of British rule, but this has not been to the desired level. Jaipur, which is the capital of Rajasthan, has not been linked with the broad gauge line till date. Requests have been made a number of times to link Sawai Madhopur with Jaipur by a railway line. By linking it with Jaipur, the problem can be solved.

I have raised the issue of Chetak Express, which links a historical city in Rajasthan, in the House a number of times. This train links the Pink city Jaipur, Ajmer, famous for Khawaja Chisti Dargaha, Chittorgarh, a city famous for its valour and devotion and Udaipur, a city of lakes. But the speed of this train is very slow. It does not deserve to be called Chetak Express. I raised this matter last time in the House and still earnestly request that the speed of the train be increased so that it may not bring a bad name to 'Chetak' the horse of brave Rana Pratap, which was famous for its speed. Even diesel engine has not been attached with the Chetak Express till date. This is affecting tourism. Neither A.C.C. nor A.C. sleepers have been attached with this train. Therefore, for the development of tourism, attention should be paid particularly to this train. If you cannot bring changes in it, then at least give one more superfast train for connecting Udaipur so that this problem is solved. Shri Balkavi Bairagi who travels with me in Chetak Express, was telling that the first class bogie which used to be connected for Khandwa has been withdrawn for reasons not known to us. This has aggravated the problem.

Similarly, Pink City Express runs three days a week. Why is it not available for all the seven days of the week? Meenakshi Train which goes to South also runs three days a week. That should also run on all the 7 days of the week

In 1980 work for Kota-Chittorgarh broad gauge line was started for which people of the area are thankful but this work is to be completed in 1988 and this time schedule should be adhered to. With the budget provision you have made, I do not think this work will be completed by

then. Therefore, there is need to pay special attention to this.

Rajdhani Express passes through Rajasthan but there being no stoppage of it in Rajasthan, the people of the State cannot travel by this fast running train. Therefore, it must stop for two or five minutes at Kota. This will be a big facility for the people of Kota.

Ramganj Mandi is a big market of stone. Kota stone comes from there but in that area neither Frontier Mail nor Deluxe Express stops. The hon. Minister should look into it.

The railway employees are working very hard. The recommendations of the Pay Commission for them should be implemented at an early date and also ask the Pay Commission to make necessary modifications in their pay.

I heartily thank you for the amount allocated for the staff quarters. There is shortage of quarters for the employees in Kota. This may be kept in mind and a special provision should be made for Kota.

When you allot a new coach factory or anything else, Rajasthan is grossly neglected. Therefore, Kota should also be included and the new zone you are thinking of opening in Rajasthan should be set up at Kota instead of Ajmer.

With these words, I express my gratitude to both the Ministers of Railways for presenting such a fine Budget. They should continue to pay attention to the development also.

SHRI BALKAVI BAIRAGI : Shrimati Nirmala has delivered a very fine speech. The first class for which she has pleaded must be added now.

[English]

SHRIMATI BASAVARAJESWARI (Bellary) : While supporting the railway budget for 1986-87 I would like to give a few suggestions.

The hon. Railway Minister wrote to me that he would be starting a new

train from Hospet to Bangalore via Guntakal and I am grateful for that. But when it came into action I was surprised to find that only two bogies and that too, second class bogies are running from Hospet to Guntakal and they are very much attached to Secunderabad-Hyderabad, Secunderabad-Bangalore trains. Though the timings were not convenient at that time, the honourable Minister was kind enough to change the timings so as to reach Bangalore at 8 A.M. While returning, it is equally inconvenient for the passengers because the train which leaves from Bangalore to Hyderabad reach Guntakal at 1 A.M. mid-night the train to which the bogies are attached leaves Guntakal at 3 A.M. and reach, Hospet somewhere early in the morning which is again causing a lot of inconvenience to the passengers. Not only that. These two bogies are only second-class bogies. So, I would request the honourable Minister as early as possible to start a separate train from Hospet to Bangalore via Guntakal which will be more convenient for the passengers travelling from Bellary to Bangalore.

Secondly, at the moment, there is no fly-over for the passengers to cross the metre-gauge line at Hospet which is also again causing a lot of inconvenience. I would request the Minister to arrange to put up a fly-over so as to avoid accidents at the time of crossing the metre-gauge line.

Thirdly, very recently a delegation has come to Delhi to insist upon the Government to start the Harihar-Kottur link Railway line. This line was started long-back and it has stopped at Kottur. We are insisting that the Government should start this link-line Kottur-Harihar which would certainly connect the main-line which runs from Bangalore to Hubli. This is a drought-affected area and almost all the people of that area very much affected by the severe drought. In this connection, we have been insisting on the Government as a matter of relief to the affected areas, that this work should be taken up on a priority basis. Not only that. The

survey has been undertaken several times and very recently we have been told that the Planning Commission is not willing to start any new line. For your information, Sir, this is not a new line. It is an existing line. There is a halt at Kottur. This link-line should be connected to Harihar.

There is a lot of dismantled material lying in the Hubli Station at the time of conversion of Dharmavaram-Bangalore line. By using this dismantled material and also to give employment to the affected areas, I would request the Honourable Minister to see that this link-line is started as early as possible. Luckily, the honourable ex-Minister is also here. I am very happy to inform this House that he was kind enough to start this Rayadurga-Chitradurga line. Sufficient amount was provided at that time. Very recently when we saw the budget we found that very little had been provided. Whatever infrastructure which has been provided at that time is going to be a waste unless and until we give sufficient funds to complete this Rayadurga-Chitradurga line. I would urge upon the Government to provide more funds for the completion of this Rayadurga-Chitradurga line which is an ongoing project as this is not a new line.

Again, I come to Hubli-Guntakal metre-gauge line conversion. Survey has been undertaken long-back. This is also a pending issue before the Government. The Karnataka Government is insisting everytime whenever there is occasion to meet the honourable Minister for Railways to take steps for conversion of the Hubli-Guntakal metre-gauge line and the Mysore-Bangalore metre gauge-line into broad-gauge lines.

These things also should be taken care of.

The quality of food which is served by the Railways is not satisfactory. I would request that the quality of the food served be improved, and it should also be clean.

I find that there are no facilities for taking bath in the long-distance trains. It

[Shrimati Basavarajaswari]

is very difficult for some passengers to remain without a bath for two or three days when they have to travel long distances. At least in long-distance trains, the hon. Minister should arrange to have some kind of a bath-room so that those passengers who want to have their bath can have their morning-bath.

In long-distance trains there should be facilities for emergency medical treatment; one doctor should be provided in each train so that in any emergency there is a doctor available to attend to any passenger who needs medical attention.

Such facilities are very necessary, and I hope that the hon. Minister will bear these things in mind at the time of introducing facilities.

Guntakkal is a very big junction. The Waiting-Rooms there were constructed long ago; they are very small and congested. The number of passengers coming to Guntakkal Junction every day is quite large. Therefore, I would request the hon. Minister to put up some more Waiting Rooms at Guntakkal Junction both for ladies as well as for gentlemen.

The furniture which has been provided in the Waiting Rooms all over is very much inadequate. I would request the hon. Minister to provide more furniture and more Waiting Rooms in such important junctions.

With these words, I thank the hon. Minister for having presented this Budget which will certainly help the poorer sections of the people.

[*Translation*]

SMT. USHA RANI TOMAR (Aligarh): Mr. Chairman, Sir, I thank you for giving me an opportunity to speak on the Railway Budget.

After many years a Budget has come in which the Railways have proposed gainful utilisation of their resources. For the first time passengers of first class have been asked to bear economic burden and

the poor have been spared. The atmosphere of fear which the Opposition had created has proved wrong. For this the hon. Railways Minister deserves thanks.

Rail services have improved. There has been significant increase in goods traffic. I would also like to say that more efforts should be made to increase the production of coaches so that more and more new trains could be started and old coaches replaced. More rail lines should be electrified so that the trains may run faster.

Sir, through you I want to draw the attention of the hon. Railways Minister towards the pilferages in the trains. I would urge him to check them effectively. If he succeeds in this, there will not be any need to raise railway fares.

Sir, the Railway Budget shows that the Railways are laying new rail lines at certain places and converting meter gauge lines into broad gauge lines and also constructing new bridges. There has been repeated demand for a bridge on Raighat Road in Aligarh but for reasons not known to us the Railways are adopting an indifferent attitude to this. On this crossing, hundreds of people lose their lives. This crossing connects new and old Aligarh. In the midst of heavy traffic, school children, girl students and the eye patients suffer.

17.00 hrs.

Mr. Chairman, through you, I demand of the hon. Minister that overbridge should be constructed at the Ramadhar crossing at the earliest and the railways be saved from the sin of sacrificing human lives.

Sir, whenever rail fares are increased we must also see that good meals are served to the passengers at the platform. The Ministry of Railways have constituted committees for different works but it is very necessary to see whether the members of the committees are discharging their duty or not.

In conclusion I once again congratulate the hon. Minister and support the Railway Budget.

SHRI C. JANGA REDDY (Hanamkonda) : Mr. Chairman, I am unable to support the Railway Budget. He says that rail fares have not been increased. Is 7.5 per cent increase in fares for the passengers travelling in second class beyond 250 Kms is not an increase? Do the rich only travel in second class? The people of middle class and Government employees travel in second class. People have to come to Delhi because it is the capital of the country. People have to go to their native places of their respective States. It is thus clear that burden of increase of 7.5 per cent will fall on the poor public also.

You may start trains terminating within 250 kms. I know earlier there used to be a passenger train between Nagpur and Hyderabad. That was withdrawn. In place of it, passenger trains from Kazipet to Hyderabad, Kazipet to Warangal, Warangal to Vijayawada were started. Long distance trains were divided into many trains. Passenger trains are being run with three coaches or even with one coach. The coaches are the same, engine is the same and one train is being divided into many trains and is being given to different people. In this way you are telling that you have increased the number of trains.

The number of passengers has increased but the number of coaches is the same. There is still shortage of trains in our area.

17.04 hrs.

[SHRI SHARAD DIGHE *in the Chair*]

I demand that there should be a direct train from Vishakhapatnam to Delhi. The Southern Express has been divided into two trains—Vijaywada-Vishakhapatnam and Kazipet-Hyderabad trains. A large number of passengers go to Delhi from there. A separate train will have to be given to them. Kaktiya-Express which runs between Warangal and Hyderabad remains stationed for as long as 12 hours. Either it should be extended or a separate train should be introduced.

We have been persistently demanding

it in the consultative committee as well as on other platforms. We have also given a memorandum of demands in this regard. Every time we are told that the capacity of lines is limited. The Banasa-Hyderabad route runs along the Godavari due to which a passenger has to pay extra fare for 150 kilometres. I want that some arrangement should also be made in this regard.

We have also put forward a demand that an additional coach either for Machheli or for Vellampur should be attached to Kaktiya Express. I had raised this demand also when I was M.L.A., but no solution could be found. Now when I am an M.P., no solution seems to be in sight. The Centre should accept this demand. At least, we get reply from this Ministry. Other Ministries do not even acknowledge our letters. We got two letters in reply from the Railway Ministry. If we write to them today, acknowledgement is sure to come a day after, if not tomorrow to be followed by a negative reply within a week. I have come to know that since the reply is in the negative, it is sent immediately, whereas in the case of a positive reply, they take three months. Therefore, my submission is that whenever a Member of the Lok Sabha raises even a small issue as a special mention and writes to the hon. Minister, he should call the officers of his Ministry and discuss with them. I have a number of such instances, some of them told by our friends in the Congress Party. They wrote a number of letters for giving stoppage for Rajdhani Express at Kota, but were disappointed. Later, they raised it in the House. It costs nothing to give a 2-3 minutes stoppage to Rajdhani Express at Kota while it passes through Rajasthan on its way to Delhi from Bombay. Sometimes, this train gets late by about 4 hours. We take this train from Bombay just to reach here in the House by 11.00 A.M, but this train gets late by 4 hours. One can well imagine by how many hours this train will get late if chain pulling has to be done out of compulsion. Therefore, my request is that whenever a Lok Sabha Member or a Member of Parliament makes a request, the hon. Minister should pay attention to it. I know about the officers; they remain adamant. We write to the

[Shri C. Janga Reddy]

hon. Minister only when we get disappointed by the officers, but what is the use of writing to the Minister if we are to get the same reply. Therefore, I am to submit that whenever a Lok Sabha Member, whether he is from this side or from that side, writes to the hon. Minister, he should pay attention to it. I know how replies are drafted. The Private Secretary sends the acknowledgement and a copy of the letter is forwarded to the Ministry. A reply duly drafted and typed comes to the Minister from them and he simply signs it and posts it. Do we write to him only for this? We write to him to find a solution to the problem. I recall a number of such instances. When I discussed it in the Consultative Committee, the reply given by the General Manager of Southern Railway (Secunderabad) during his personal discussion with me was the same that I received from the hon. Minister. When Kerala Express stops at all district headquarters-Palaghat, Trivandrum and other stations, Andhra Express should also have a stoppage after it crosses Godavari. We had demanded that stoppage at Ballarsha should be withdrawn because Maharashtra has a stoppage at Nagpur, but they would not do it. There is no solution to our problem. I want to tell him that the distance of Hyderabad from there is only 200 Kms. but it takes 12 hours for the train to reach there. It takes 1½ days for a rail travel of 200 Kms. When we write in this regard, reply comes, you can travel in the connection train which has been introduced from Manmad and that it is a matter of great satisfaction. I do not know whether Hyderabad train, the capital of the State has a direct link with the district headquarters or not. I shall come to know of it only when I visit there. Therefore, you construct a direct link there and give facility to the people by introducing a direct train. As of now, it takes 12 hours to reach there. The bus takes only 10 hours; it starts at 8.00 PM and reaches there at 6.00 A.M. the next day. As such, a person is forced to travel by road transport and by the morning, his feet get swelled with the result that he has to be taken to the doctor. I know about the link trains. I had written to him only after I had received a reply and had

got complete information. Only that issue or subject is raised which remains unsolved even after making all inquiries. I know there is a link train.

Similar is the case with Sirpur-Hyderabad Express. A large number of industries are there. Big industries have been set up in Godavari belt, such as, coal mines, cement factory, thermal project. G.T. Express stops there only because the passengers from Delhi have to get down there. Therefore, I request that a train between Sirpur and Hyderabad should be run for the common people which should cover the distance in 4-6 hours. When we write about it, we are told that it has a link with Krishna Express and that we should use that link. We know there is a link. (Interruptions). I have just now said that Sirpur-Kagaznagar sometimes gives link. It starts at six from Kazipet for Hyderabad. If it gets late by two hours, this train is sent as special Krishna Express by attaching three bogies to it. I must tell him about Jamburi. It is said that not less than three wagons can be attached for carrying goods. A lot of harassment is caused to those who wish to send bananas, mausami or chillies etc. The railway officials say that you cannot book less than 30 wagons at a time. They say that you go to Warangal, we cannot book from Kazipet. We do get replies to our letters but they are devoid of independent ideas. He will have to pay attention to it. His officers commit mistakes and remain adamant. These points should be given importance whether it is the consultative committee, Railway budget or some other meeting. He must give consideration to the letters that we write to him. I want to mention one more point. Five rupees are charged for a bed roll, still it is not available. The fares of Ist class have been raised in which only Government official and MPs. travel and none else. With these words, I conclude.

SHRI MANIKRAO HODLYA GAVIT (Nandurbar) : Mr. Chairman, I rise to support the Railway Budget. I congratulate the hon. Minister of Transport, Shri Barsi Lal and the hon. Minister of State for Railways, Shri Madhavrao Scindia. It is essential to increase railway facilities for

the passengers. The Central Government therefore must give more funds to the railways. There is need for further improving the railway administration. Action should be taken against those employees who do not work with a sense on responsibility. There is a backlog of the recruitment of scheduled tribe employees in the railways. Candidates belonging to general categories are appointed against their vacancies saying that candidates belonging to Scheduled Tribes are not available. Fake scheduled Castes and Scheduled tribes candidates are appointed. This should be inquired into. A railway overbridge on Nawapur railway station on Surat-Bhusawal railway line was sanctioned two years ago but work on this overbridge is yet to start. I demand that work on this bridge should be started immediately. Round the clock Gatemen should be posted on all the railway level crossings on Surat-Bhusawal line. I hope, the hon. Minister will accept my demand. A two tier bogie for Bombay should be attached from Amalner to the train No. 113-114 which runs on Bhusawal-Surat line. At Surat, that bogie should be attached to Indore-Bombay Express, Bombay being the capital of Maharashtra, the people have to go to Bombay frequently.

Bombay is an important industrial centre as well besides being the capital of Maharashtra. For years there has been a limited facility of eight I class coaches and one two tier coach for travel between Dhulia and Bombay. Keeping in view the increasing traffic on the route there is need to augment this facility. Besides, provisions should also be made to attach additional one two-tier or three-tier coach to 57 UP and 58 Down Amritsar Express and provide 20 berths in the I class of the train. I would like the Hon. Minister to pay attention to it and take effective steps in this regard.

The Surat-Bhusawal railway line of our area is a single track line on which nine passenger and an equal number in goods trains run daily. Because of single line, the trains are often delayed causing great inconvenience to passengers. I, therefore, request that this line should be converted into double line.

Besides, people carry loads of fuel wood in these trains on this route. The railway staff does not pay any attention to it and instead the railway police with the aid of the CRP and SRP help them in doing so. This causes great inconvenience to passengers. I would like this to be checked and the railways should take effective steps in this direction. Chain pulling is very frequent on this route and as a result the trains never reach on time thereby causing inconvenience to long distance passengers.

With these words, I support the Railway budget and hope that the hon. Railway Minister will pay attention to these problems.

\*SHRI R. ANNANAMBI (Pollachi) : Hon. Mr. Chairman, Sir, on behalf of my part the All India Anna D.M.K., I wish to make a few suggestions on the 1986-87 Railway Budget. It goes to the credit of the hon. Railway Minister that he has managed the finances of the Railways so efficiently during 1985-86 that has enabled him not to raise the freight rates in 1986-87. This has been welcomed universally throughout the country. There is also another commendable achievement of the Railways in 1985-86. With the existing fleet of wagons there had been quantum jump in the movement of goods traffic. Realising that there would be further increase in the goods traffic if more wagons are added, the hon. Minister is proposing to add 20000 more wagons in 1986-87.

Sir, it cannot be denied that the untiring efforts of railwaymen have contributed to this success. The Railway Minister in appreciation of this has allocated 100% more money for staff amenities.

In 1985-86 110 kms of new lines had been completed. In 1986-87 only 62 kms of new railway lines would be completed. If we want more railway lines, naturally more funds would be required for this purpose. Though in 1986-87 Railway Plan, an additional sum of Rs. 50 crores has been allocated, yet the allocation for new

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\*The speech was originally delivered in Tamil.

[Shri R. Annanambi]

railway lines is meagre. For the Karur-Dindigul Railway project sanctioned in 1981, a sum of Rs. 3.80 crores has been allocated in 1986-87. If this is going to be the trend of allotment for this important Railway project, Tamilnadu will not see this project even by 21st century. It was originally estimated to cost Rs. 44 crores. With the present rate of allocation, it may not be completed by the end of 7th Plan. Consequently, there will be cost escalation and the investment may run to Rs. 100 crores.

In 1986-87, the Railway Administration is going to raise additional resources of Rs. 250 crores through public borrowings. I suggest that the Zonal Railways should be permitted to raise resources through public deposits so that the projects taken up for execution could be executed within the targeted date. For example, only Rs. 4 crores has been allocated in 1986-87 for Madras Mass Transport System. If the Southern Railways can raise resources through public deposits, Karur-Dindigul BG line and the Madras Mass Transport system can be executed on schedule. I request the hon. Minister to give his approval for this suggestion.

Sir, the Tambaram-Villupuram line must be doubled so that the increasing traffic can be met. Similarly, the re-survey of Chamarajanagar-Sathiamangalam-Dharapuram railway project, which had been taken up during British regime, must be ordered. I take this opportunity to plead with the Railway Minister that he should reduce the increase in passenger fare up to kms in mail and express trains from 7.5% to 5%. He will earn the gratitude of the short distance passengers, who are mainly common people.

In the Railway Budget discussion in 1985-86, I had raised the issue of an over-bridge in North Coimbatore, two-way approach from Coimbatore and Irugur to Podanur Junction and the expansion of Integral Coach Factory at Perambur. I am grateful to the hon. Minister of Railways for having approved all these three projects in 1986-87 Budget and allocated money for them.

With these few words I conclude my speech.

17.21 hrs.

[MR. DEPUTY SPEAKER *in the Chair* ]

SHRI RAMDEO RAI (Samastipur) : Mr. Deputy Speaker, Sir, I rise to support the Railway budget presented by the hon. Railway Minister & would say a few words in that connection. Sir, though through this budget he has helped in increasing the revenues, I fail to understand as to what comprehensive arrangements he has made to provide security and other facilities to the passengers. Sir, I would like to draw the attention of the hon. Railway Minister towards the fact that though he has not increased the fares for ordinary passengers, he has increased it by seven and a half per cent for those travelling by Express or Mail Trains upto 250 Kms. The hon. Minister is aware that workers from Bihar and Uttar Pradesh go to Calcutta and Punjab in search of jobs and it is also very well known to him whether they have to travel 250 Kms. or beyond. If they charge exorbitant fares it would be great injustice to the poor people. This should not be done.

Sir, the hon. Minister should also pay attention to the punctuality of trains. One can well imagine the huge loss to the nation and the inconvenience to passengers because of the trains not reaching their destinations on time. Who will make good this loss? Is there any train which is punctual?

Mr. Deputy Speaker, Sir, we are fortunate to have two Ministers whose names are synonyms of Lord Krishna—One is a flute holder (Shri Bansilal) and the other is Madhav Murari (Shri Madhav Rao Scindia). But we do not know where the flute is being played. The hon. Minister would come to know all about it if he cares to enquire whether the passengers and their luggage are safe in the trains and the trains are moving on time or not. Our Railway Minister is young and efficient. I, therefore, request him to travel by train in ordinary bogies and not in Saloon and see for himself the numerous difficulties being faced by the passengers.

Mr. Deputy Speaker, Sir, at the railway platforms, one finds a lot of rubbish lying strewn all over. If the railway

officials and the hon. Railway Minister travel by train they may come to know of it. The less said about drinking water, the better. I, therefore, request the hon. Minister to travel by train and see for himself all these difficulties.

Mr. Deputy Speaker, Sir, Samastipur is a famous place of North Bihar. Shri Lalit Narain Mishra was elected from there. As I had stated last year also, the Railway Divisional Office which was at Samastipur has been shifted to Sonpur. Sir, I would like the hon. Railway Minister to clarify the political motive behind this move? I would urge him to use discretion and dispense justice by being impartial. The people of that area have always stood by him but they have been done injustice. Prior to this an hon. Member wanted to know as to why the construction work on Samastipur-Darbhanga railway line was abandoned.

Secondly, why has the work on Hasanpur-Sakri railway line been postponed? Even the survey has not so far been completed? Are we not contributing to the State's revenue? There is a long standing demand for this railway line. The survey of Barauni-Hasanpur railway line has not even been started. I, therefore, request the hon. Minister to take steps to remove the backwardness of Bihar in the matter of railways. What facilities are there in Santhal Pargana and Chota Nagpur, which are predominantly tribal areas?

I would also like to point out that earlier the Jayanti Janata used to stop at Dalsingh Sarai and Bachwara stations but now it does not stop at these stations. As it is a busy trade centre where sub-divisional office is located, thousands of passengers are facing a lot of difficulties as a result thereof. I, therefore, request the hon. Minister to issue immediate orders for the stoppage of Jayanti Janata train at the said stations.

[English]

MR. DEPUTY SPEAKER : Nothing will go on record.

SHRI RAMDEO RAI

(Interruptions)\*\*

\*\*Not recorded.

[Translation]

\*SHRI BHADRESWAR TANTI (Kaliabor) : Mr. Chairman, Sir, I am grateful to you for giving me an opportunity to take part in this debate on Railway Budget, 1986-87. Assam is a backward State of the north eastern region of the country. After Independence of 38 years the Government of India has failed miserably to realise the difficulties of that region in connection with railway development. Although Assam is a backward State, it is very rich in forest wealth, mineral resources, crude oil, coal, tea and jute. The tea in Assam is world famous and it has international reputation for which the whole of India is proud. Thereby we are earning precious foreign exchange. These minerals and forest products, tea etc. are being sent outside Assam by rail, road and other forms of transport systems. Even after that the Government have failed to improve its rail and road Communications. Although the Central Government and many other States of India are deriving benefits out of the forest products, minerals oil and natural gas but Assam is being denied of her due share. No adequate steps has been taken for the development of Railway Communication and its amenities to the travelling passengers. There is no development so far for the last 38 years of Independence of the country.

So far the development in the railway is concerned there has not been any significant progress in the whole of north eastern region. The one horned rhinoceros at Kaziranga is famous all over the world. That is why the then British Government conducted a survey in the year 1930 for constructing a railway line from Jakhala Bandha via Kaziranga the Jorhat. Even after 38 years of Independence this railway line has not been constructed. I fail to understand the reason for this. There is a demand for constructing a railway line from Jhalukbari to New Guwahati via Vashishta but this project has not been taken up so far. The railway system in Assam is in deplorable state of affairs and I think it is the worst in the whole of India. All the platforms are dirty and filthy.

The speech was originally delivered in Assamese .



[Shri Bhadreswar Tanti]

There is no waiting room for ordinary passengers. Even for the first class passengers also there is no adequate facility. The catering system is in a very bad shape. The rejected bogies of other States have been sent to Assam to be used for Railway travels. I want to draw the attention of the hon. Minister of Railways to improve the conditions immediately.

At present in Assam there is broad gauge line upto Guwahati only. Beyond Guwahati there is no broad gauge line. The people of that region are demanding a broad gauge line from Guwahati to Dibrugarh but the Central Government has turned a deaf ear to this genuine plea. On this occasion, I would like to request the hon. Railway Minister to look into these problems because Assam occupies a typical geographical location. From strategic point of view Assam occupies a pivotal place. Taking into account all these factors, the Central Government should consider the points put forth by me sympathetically and may please do the needful expeditiously.

B.G line should be constructed from Guwahati to Dibrugarh but I find that there is no provision for new railway lines in Assam in this budget. The new budget has failed to give any amenities to the passengers. Therefore, I would like to request the hon. Railway Minister to see that this new project from Guwahati to Dibrugarh is implemented without any further delay which the people of Assam are demanding for a long time.

Otherwise if all these points are not taken care of in that case there may be a widespread resentment amongst the people of Assam. Before concluding my speech I once again draw the attention of the Railway Minister that the on going railway projects in Assam should be completed on a war footing so that peace, unity and integrity in the national interest could prevail in Assam. I thank you very much for giving me the opportunity to express my views on the railway budget.

SHRI BHOLA RAUT (Bagaha) : Mr. Deputy Speaker, Sir, though I have been given a very little time to speak, yet I am highly obliged to you. During the last Railway Budget too. I had expressed my views regarding Basala-Chitauni rail link bridge. The hon. Railway Minister informed me that Bihar and Uttar Pradesh Governments have their own allocation of Rs. 14 crores in this project, which has not been received as yet and that is why the construction work has stopped. I wrote to Hon. Prime Minister in this connection urging him to restart that construction work on this bridge. Hon'ble Prime Minister had written to the Minister of Railways to implement the proposal of construction of this bridge. Besides, I have been told that the Chief Ministers of Uttar Pradesh and Bihar are also ready to contribute their share but in spite of that the construction work on Chitauni bridge, the foundation stone of which was laid by late Shrimati Indira Gandhi, has not been started so far. We had resolved to complete the unfinished tasks of Indiraji, but 13 years have elapsed and no attention has been paid to the construction of said project. A senior engineer was appointed at Khadda Railway Station and an office was also opened but I fail to understand reason for the slackness on the part of Government in this regard. I request the hon. Transport Minister that if need be, provision should be made from Supplementary budget to implement this scheme.

According to Railway Recruitment Rules, the reservation quota for Scheduled Castes and Scheduled Tribes is  $7\frac{1}{2}$  per cent and 15 per cent respectively. Presently there is a ban on the recruitment in Railways. But appointments are being made against the posts in Railway Sports quota, Cultural quota, handicapped quota and on compassionate grounds. There is no ban on such appointments. I fail to understand why ban has been imposed on filling the vacancies in the Scheduled Caste quota. There is a shortage of over 50,000 workers in the zonal railway but it is not being made good.

The casual workers who have been working in Railways for the last so many years, are not being regularised. The hon.

Minister should kindly pay attention to it as well

The Jayanti Janata Express runs from Delhi to Barauni and Muzaffarpur and reaches Muzaffarpur at 3.00 P.M. but Narkatiagan Bagaha-bound express train starting from Muzaffarpur at 2.00 P.M. does not get connection as a result of which thousands of passengers are stranded. The passengers have to wait till 6.00 O'clock to catch the train for Begaha. Thus it takes them 12 hours to reach Bagaha—a distance of 225 Kms. from Muzaffarpur. If the above Express train is provided a connection, it will take only 5 hours to reach Narkatiaganj Begaha.

With these words, I support the budget.

SHRI KEYUR BHUSHAN (Raipur) : Mr. Deputy Speaker, Sir, I also congratulate hon. Railway Minister for the Railway Budget. I find qualitative change in the present budget. He has shown practical approach by providing relief to people.

Recently there was a train accident in my area and this is for the first time that I saw our hon. Minister, Shri Madhavrao Scindia travelling on a bicycle as the accident site was inaccessible. This is an example of his being a man of action. He is a Minister whom we can very well call 'People's Minister.' Similarly, when he promised to make improvements in the Chattisgarh Express by a stipulated date, i.e. within fifteen days, and got it done, he was praised every where. In another instance, when he received complaints about a particular bureaucrat he immediately instituted an enquiry against him and took action.

Madhya Pradesh is the heart of India. I would request him to pay attention to it without any hitch or fear of being called partial, because that area has always remained neglected. Bastar is located in this State and it is not linked by a railway line. It should be linked with Raipur. Similarly, the wagon repair workshop located at Raipur is spread over 400 acres of land. It should be developed. Shrimati Indira Gandhi had inaugurated an

I.T.I. there but it has not started functioning so far. It should be started without delay. You had promised to provide concessional passes to freedom fighters. People often ask us about it. We hope that this promise would soon be fulfilled.

With these words I thank you.

[English]

SHRI AJAY MUSHRAN (Jabalpur) : Mr. Deputy Speaker, I will not go through the formalities of supporting the Railway Budget and congratulating the hon. Railway Minister for the Budget which he had presented before the House the other day. I will only make three points.

There are various conductors who are employed in the trains. We are also employing constables of the Railway Protection Force. Both are useless. I personally feel that ex-service men should be employed. My suggestion is that they will be able to do the job two-in-one. These are the days of electronics and we should use it as an experiment. If you have ex-servicemen and if you arm them, you can have them as conductors who will also be able to look after the safety.

Secondly, you have got railway T.A. Group. In railway T.A. group, you have got certain permanent staff which belong to the Army. The rest of the people belong to the railways.

They are taken whenever you require the services of the T.A. My request is that those people who are on the permanent staff of the T.A. group of railway, E&M Companies and other railway T.A. companies, on release from the Army on pension or prematurely must be given this service in Railway notwithstanding the percentage of the quota which is reserved for the ex-servicemen. They are fully qualified to be working in the constructional, electric and mechanical workshops of the railway.

Thirdly, in the sports field, there is no doubt that the railways are doing one of the finest jobs after the Army.

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): We have won more tournaments than the services.

SHRI AJAY MUSHRAN: Besides Calcutta, Bombay, Madras and Delhi, where you have the main concentration, if you diversify your railway sports activities to at least divisional headquarters, I will be very grateful.

Then the last point is, so far as my constituency is concerned, work had been started in a small way, I must congratulate Shri Madhavrao Scindia, the Minister of State in the Department of Railways, in person, and under the guidance of Chowdhary Sahib, for having started the work. I hope that this will be the beginning and not the end of solving various problems. Whatever works have been included previously accepted in the plan should be continued, to be completed, keeping in view your financial constraints.

Thank you very much for giving me this opportunity.

MR. DEPUTY SPEAKER: Hon. Minister.

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): Sir, I am grateful to the hon. Members of this House for the keen interest they have shown in the Railway Budget proposals and the many words of appreciation given by a large number of hon. Members regarding the excellent physical and financial performance of the Railways in the current year. As many as 101 Members have participated in the debate.

MR. DEPUTY-SPEAKER: A record! Hundred and one Members!

SHRI BANSI LAL: I have also carefully noted the various suggestions the hon. Members have given for improving the working of the Railways. I am unable to cover all the points raised by the hon. Members, but I will try to explain some of the important issues.

As I had explained in my Budget Speech, the performance of the Railways

during the financial year 1985-86 has been of a high order. The Railways this year will be ahead of the loading target of 250 million tonnes of revenue earning traffic. The transportation output as measured in net tonne kilometres in the first nine months of 1985-86 has increased by 14 per cent over the corresponding period of the previous year, 1984-85. The leading efficiency indicator, Net Tonne kilometres per wagon per day (broad gauge) has also improved by 10.5 per cent, from 1,104 in April-December 1984 to 1,220 in April-December, 1985. The traffic output, that is, freight tonne kilometres plus passenger kilometres, per employee is also expected to increase to 2.66 lakh traffic units as compared to 2.55 lakh traffic units in 1984-85.

Hon. Members have generally stressed the need for more attention to passenger amenities. I wish to explain that improvements in the existing amenities or provision of additional amenities, such as provision of waiting rooms, retiring rooms, refreshment rooms, water supply arrangements, etc., are carried out on a programmed basis. This is a continuous process. This is an important item and reflects the image of the Railways before the public. We are fully conscious of this. We have increased the allocation of such works from about Rs. 6 crores this year to Rs. 9 crores in 1986-87.

As I had explained in my Budget speech, in view of the resource constraint and the requirements of additional capacity for freight traffic, it is difficult for the Railways to add more passenger trains for some time. But, as the House is aware, a project for manufacture of additional passenger coaches has already been sanctioned and with this Production Unit going on stream, more passenger coaches will be available, making it easier to increase the capacity for movement of passengers on the Railways. However, in the ensuing year, I shall try to see that some of the important trains are made faster and the number of coaches on trains increased.

Some hon. Members from both the sides have pointed out the need for a faster service between Vijayawada and Waltair. I may inform the House that it is proposed to run bi-weekly service between Nizamuddin and Waltair from 1st April, 1986 by

bifurcating Naizamuddin-Hyderabad Express with one portion going to Waltair from Kazipet. This will provide a fast service to Waltair via Vijayawada and passengers from Vijayawada can avail of it.

Some Members have emphasised the importance of track renewals on the railways. This problem has been worrying us in view of the huge arrears in track renewals and we want to overtake this as early as possible. In the Sixth Plan, the Railways stepped up track renewals from the level of 1096 kms. in the first year of the Plan to 2745 kms. in the last year of the Sixth Plan. In spite of this, there were still arrears of about 19,500 kms. at the end of Sixth Plan. A plan has been drawn to wipe out these arrears in about ten years by further accelerating the pace of track renewals. The Railways hope to renew about 3200 kms. in 1985-86 and have set for themselves a target of 3800 kms. next year.

Hon'ble Members have pointed out the slow progress of new lines. I am aware of this but the House will bear with me for this. We have as many as 44 on-going new line projects, completion of which requires over Rs. 1500 crores. As against this, the provision in the whole of the Seventh Five Year Plan is only Rs. 350 crores. It is in this background that we are not able to complete these projects early and are reluctant to take up more new line projects till the old ones get completed.

Suggestions have also been made to undertake more gauge conversions and expedite the on-going gauge conversion works.

The outlay provided for gauge conversion works during the Seventh Plan is only Rs. 150 crores as against which the amount required to complete the works already in progress in Rs. 700 crores. Our anxiety is first to complete the works in hand rather than take up new works. It is, therefore, not possible to undertake any new gauge conversion work at present. High priority has now been accorded to Guntur-Macherla conversion and the outlay provided for this work in 1986-87 is Rs. 5 crores,

As the House is aware, I have not proposed any increase in the freight charges which, I may submit, is a major contribution by the Indian Railways to price stability in the economy. The passenger tariffs, although not inflationary in their effect, are also important from the point of view of the users specially the lower income groups. As the House is aware, I have taken care to see that as much as 90 per cent of the travelling public is exempted from any increase in fares. As a matter of fact, the entire budget has been framed keeping in view that the common man is not hurt either directly by travelling or indirectly through the increases in the cost of materials which to some extent are attributed to rises in the freight rates.

Some hon Members have argued that passenger fares should not have been raised particularly when the proposed increases would fetch only Rs. 76 crores. As I have already explained, the proposed increases in passenger fares are on a very modest scale and touch only about 10 per cent of the travelling public. The additional revenue of Rs. 76 crores was inescapable to enable the Railways to pay full dividend to the General Revenues and for undertaking works for staff amenities, passenger amenities and other operating improvement works chargeable to Development Fund which can only be serviced from a surplus. I would not have liked to take loans from the General Finances to service our Development Fund. Similarly, it would have been a retrograde step to reduce the contribution to the Depreciation Reserve Fund below the minimum need-based requirements of replacement on the Railways merely to generate a surplus.

One of the suggestions which has been made to me is that along with the concessions given to the youth in our budget proposals, we may also contribute towards promotion of sports and games and encourage the sportsmen to participate in various sports meets and tournaments held in different parts of the country. I think, it is an apt suggestion and I have accordingly decided to extend the facility of 50 per cent concession in travel, presently available only in second class, to

[Shri Bansi Lal]

all state level teams in first class as well.

In the end, I would like to assure the hon. Members that although we have shown good results in the current year, we will not allow this to create any sense of complacency as the tasks ahead on the Railways are quite challenging.

One of the hon. Members from Assam raised some questions about some fast train to be provided to Assam. I am happy to inform the House that we are going to provide a Superfast Rajdhani type of service between New Delhi and Gauhati, with very few stoppages. It will cover the journey in about 37 to 38 hours (as against 42 and 44 hours taken by Tinsukia and Assam Mails).

The hon. Members from Oudh and North Bihar area would be happy to know that a new Express train is proposed to be introduced between Lucknow and Gauhati from 1.4.1986. It will run on three days a week.

Shri V.S. Rao said that severe penalty should be imposed on the persons travelling without ticket. We have almost been catching hold of about four lakhs people per month. So, we are doing our best and whatever we can do, we are doing.

He also mentioned about the railway incident in which 26 people were killed. This incident took place. I do not deny it because it has taken place. This incident took place when the Ernakulam Express was going. When it reached near the place of accident, there was a curve and near that curve there is a Jagannath Temple where some festival was going on. When the train reached the temple, all of a sudden some crackers were thrown on the public. So, they ran towards the railway track. From one side the crowd came and from the other side the engine came and they were run over. The driver applied the brake but the train could stop only after a little distance. My colleague Shri Madhavrao Scindia personally visited the place. He went there, inspected the

site and on the spot he announced the ex-gratia grant of Rs. 3,000 per deceased person, Rs. 1,000 each to those who were grievously injured and Rs. 500 each to those who had minor injuries.

Shri V.S. Rao also said that the number of train accidents is going up. It is not so. He had pointed out the increase in accidents in 1984-85 over 1983-84, I wish to explain that in the current year there has been a significant improvement. The number of train accidents during the last eleven months have recorded a drop of 9 per cent compared to the corresponding period of the previous financial year despite an increase of about 14 per cent in the Net Tonne Kilometres indicating more intensive utilisation of track and rolling stock.

Shri Rao also pointed out that the Railways are not doing justice to Andhra Pradesh. Out of the total outlay of Rs. 100 crores for new lines and Rs. 50 crores for gauge conversion in 1986-87, funds proposed for works lying in Andhra Pradesh are—New Lines : Rs 11.85 crores and Gauge Conversion Rs. 5 crores.

It will thus be seen that the allocation of funds for new lines and gauge conversions is fairly high for the State of Andhra Pradesh.

*(Interruptions)*

DR. V. VENKATESH : What about Karnataka ?

SHRI M. RAGHUMA REDDY : How much you are giving to Madhya Pradesh ?  
*(Interruptions)*

MR. DEPUTY SPEAKER : Order, order. Let him have his say. He is coming to every State.

SHRI BANSI LAL : Shri Braja Mohan Mohanty pointed out about the need for renewal of tracks. Sir, we have a huge mileage of over-aged tracks. But, during the year 1985-86 we replaced 3,200 K.M. of track and in 1986-87 we are going to achieve 3,800 K.M. of the same and the total back log will be cleared in about 10 years' time. That will take 10 years.

AN HON. MEMBER : 21st century.

SHRI BANSI LAL : Sir, then Prof. Parashar and Mr. Rao and many other Members of the House wanted a coach factory. I think almost every member wanted a Coach Factory. So, Mr. Ghulam Nabi Azad very rightly pointed out that there should be a mobile coach factory. Prof. Parashar welcomed the coach factory at Kapurthala and pointed out that the case of Kapurthala Coach Factory is justified.

[Translation]

SHRI C. JANGA REDDY : Even then you are importing from foreign countries. You should set up factory. Today itself you have said in the reply that coaches are being imported from Japan.

[English]

MR. DEPUTY SPEAKER : No interruption. Let him have his say.

SHRI BANSI LAL : Prof. Parashar said that priority should be given to railway lines which can be completed in the Seventh Plan. We are doing it already. In respect of those lines which can be completed early we are giving more funds for those lines, so that they can be completed as early as possible.

Then Prof. Parashar pointed out about doubling between Panipat and Ambala as early as possible. Doubling has been commissioned between Panipat and Karnal and Ambala and Shahabad Markanda. The section between Karnal and Bhainkhurd will be commissioned in 1986-87. The remaining section of 48 K. Ms. between Bhainkhurd and Shahabad Markanda is covered under Phase II for which an outlay of Rs. 9 crores has been proposed for 1986-87 to expedite its progress. This will leave a throw forward of about Rs. 6.50 crores to complete the work.

Then Shri Basudeb Acharia mentioned about the electrification of the tracks. By 31.3.85 we have electrified 6440 kilometres which form about 10.4 per cent of the total route kilometreage. In the Seventh Five-year Plan it is programmed to further electrify 3400 kilometres at a cost of Rs. 830 crores. Priority has been given to

first complete heavy density trunk routes, namely, Delhi-Bombay, Delhi-Madras and Bombay-Howrah, and some other important sections for movement of coal and iron ore.

Shri Basudeb Acharia asked why 6,000 H.P. engines are being imported when Chittaranjan factory can manufacture them. It is not correct. Chittaranjan factory cannot manufacture them. For hauling heavier trains of 4500/9000 tonnes upgradation of technology and horse-power of electric locomotives is necessary. Technology for this is not available within the country. We are importing only 18 locomotives of 3 types for trials and selection of the most suitable for indigenous manufacture with technical collaboration of the supplier.

MR. DEPUTY SPEAKER : Hon. Minister, how much time do you want to take ?

SHRI BANSI LAL : Another 5 or 6 minutes.

MR. DEPUTY SPEAKER : I hope the House will agree.

SOME HON. MEMBERS : Yes.

MR. DEPUTY SPEAKER : Another 5 or 6 minutes he will take. As you Members speak, sometimes it goes on for another few minutes more.

SHRI BANSI LAL : Then Shri Gargi Shankar Mishra spoke about compensation claims. Despite increases in traffic the number of new claims for loss and damage has considerably declined over the years. In 1981-82 we received 6.40 lakh claims. In 1984-85 it came down to 4.55 lakhs.

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In the current financial year, there is a further reduction of about 4.5 per cent. Thus, claims prevention measures have yielded positive results.

At the same time, constant endeavour is being made to settle claims expeditiously. The House will be glad to know

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that at the end of January 1986, we had only 151 outstanding claims which were pending for more than six months as compared to 16, 011 a year ago.

Thus, there has been a distinct improvement in prevention of claims as well as settlement of claims.

Then, Shri Gargi Shankar Mishra also mentioned about the encroachment on the railway lands. About the railway land Shri Madhavrao Scindia himself is looking into it and on most of the land we are planting the trees.

(Interruptions)

MR. DEPUTY-SPEAKER : In many places huts and other things are constructed on railway land.

SHRI BANSI LAL : That is right, but we are. . .

MR. DEPUTY-SPEAKER : In my place, for instance, you can help them. For years together they have settled there. You can give alternative places and offer some concessions to them. Then only you can remove them. Otherwise it is very difficult to remove them. If you simply ask them to go, where will they go ?

SHRI BANSI LAL : Then, Shri Gargi Shankar Mishra also mentioned about accidents on the unmanned level crossings. I cannot deny this fact that accidents on unmanned level crossings are more than the accidents on the manned crossings. Sir, it is not our fault. 99 percent of people who are the trespassers or the road users are at fault. It is not the railway authorities or the railway employees who are at fault.

Shri Krishna Iyer said that Karnataka has been ignored by the Centre or by the Railways. I want to point out here that Karnataka has never been ignored by the Railways. The wheel and axle plant worth Rs. 146 crores has been established at Bangalore and the Inland Container Depot in Bangalore is being established at a cost of Rs. 4 crore. So, the allegation that the Railways or the Central Government is

ignoring Karnataka is absolutely baseless and it has no base.

(Interruptions)

Then Shri Nirmal Khattri pointed out about the shortage of drinking water. We have already given instructions. Last year instructions were given that there should be no shortage of drinking water in the Railways. And now that the winter season has passed, we should give instructions that there should be no shortage of drinking water.

Then, Shri Kolandaivelu said that Ministers come from the North and so there is discrimination against South. It is not so. There is no question of doing any discrimination against South. The outlay proposed for Southern and South Central Railway in 1986-87 for the New Lines is Rs. 20.2 crores out of total of Rs. 100 crores for the entire country. For the gauge conversions, an amount of Rs. 6.95 crores out of a total of Rs. 50 crores for the entire country has been allocated for these two Railways. It will, thus, be seen that considering the overall resource constraints outlays for Southern and South Central Railways are comparable.

The Shri Girdhari Lal Vyas said that Rajasthan should get justice. Sir, in Rajasthan, new lines from Kota-Chittorgarh-Neemuch and Mathura-Alwar are in progress. The allocation in 1986-87 in Rs. 20 crores compared to Rs. 100 crores for the entire country.

For conversion works, the outlay in 1986-87 is Rs. 22.55 crores out of a total of Rs. 50 crores for the entire country.

The share of works in Rajasthan in proportionately high.

MR. DEPUTY-SPEAKER : He got good justice. Mr. Girdhari Lal Vyas, you got good justice now.

SHRI BANSI LAL : Then, he said there should be a new zone for Rajasthan. We are not yet creating any new zones anywhere in the country. Whenever we do it, we will take the claim of Rajasthan into consideration.

SHRI GIRDHARI LAL VYAS : He has accepted. [English]

*(Interruptions)*

MR. DEPUTY-SPEAKER : No, no. He will consider it.

SHRI BANSI LAL : Then, Sir, he also mentioned about the condition of coaches in Rajasthan. I agree. Rajasthan is mostly having metre gauge line. Metre gauge coaches were not manufactured for some time. So, the position of the coaches is not very good. I admit that. But soon we will try to rectify it and we will try to get manufactured more new coaches for metre gauge and then supply them to Rajasthan.

*(Interruptions)*

Shri Kali Prasad Pandey pointed out that there should be a separate railway police. The law and order is the subject of the State Governments and the railways cannot have their separate police but we have railway protection force. But they cannot exercise the powers of the railway police because the railway police is under the State Governments and it is their duty to look after the law and order of the railways.

*(Interruptions)*

Shri Dinesh Goswami said that the Announcer is paid Rs. 4 or Rs. 5/- per day. It is not so. The Announcers at the railway stations are regular employees and their pay is equally good as the pay of the other railway employees.

*(Interruptions)*

Shri G.L. Dogra mentioned about Jammu-Udhampur railway line. We have allotted Rs. 150 lakhs to this line this year and we will try to see that whenever we get more funds, the allotment is made to them.

*[Translation]*

AN HON. MEMBER : You should tell us what the Government are going to do about Bihar and Chittoni bridge...

SHRI BANSI LAL : There is no need of saying anything about chittoni,

Chaudhary Sundar Singh pointed out that there is shortage of drinking water, that catering is not good in the railways, that it should not be given to vendors and that it should be given to cooperative societies. Many of the vendors' licences have been cancelled during the past few months and many have been fined and we are trying our level best to get the catering improved. Shri Madhavrao Scindia himself is looking after the arrangement of catering.

One hon. Member said that Government is negligent about Bombay. It is not so. He also mentioned about Mankurd-Belapur line. Mankurd-Belapur line was announced by the hon Prime Minister at Bombay and it will be constructed as soon as possible.

Shri C.P. Thakur and Shri Ajay Mushran said that Mugalsarai-Asansol line should be electrified. It is already electrified. There is no question of electrifying it again.

Shri Manoj Pandey pointed out that ad hoc doctors should be retained. When we appoint ad hoc doctor, he knows that he has to come through the Union Public Service Commission. We have no powers, no authority, to appoint a man on regular basis. They have to come through the Union Public Service Commission whenever there is any competitive examination.

*[Translation]*

SHRI RAM NAGINA MISHRA (Salempur) : The hon. Minister has replied to all the points raised by other hon. Members. He should kindly tell us by what time the Bhatni Line from Banaras would be completed.

SHRI BANSI LAL : It is not possible for me to specify any date just now.

SHRI RAM NAGINA MISHRA : What is the hitch in that ? Please clarify what is the reason for that ?



[English]

SHRI BANSI LAL : Some hon. Members have demanded new trains. You will agree with me that we cannot provide new trains to every member. Already during the last 3 years more than 275 new trains were introduced and because of introduction of so many passenger trains, the present Express and Mail trains are even underloaded. We have to make up that loss before introducing any new train.

Some of the hon. Members have demanded more halts. It is very difficult to provide halt for Express and Mail trains at every station or small stations. I sympathise with those members who have demanded for halts but I cannot help.

[Translation]

SHRIMATI VIDYAVATI CHATURVEDI : Previously there were 10 stations and now there are 21. You should at least reduce their number... (Interruptions). There should be some criteria.....

(Interruptions)

[English]

MR. DEPUTY SPEAKER : People want you to go faster and also want you to halt at every station.

SHRI BANSI LAL : There is a general complaint made about the condition of coaches, particularly, in Bihar, Rajasthan and Assam areas. Wherever the condition of coaches is bad, we will look into it and get them rectified or repaired and we will try to provide some new coaches wherever it is necessary...

MR. DEPUTY SPEAKER : And if possible.

SHRI BANSI LAL : Some hon. Members complained about corruption in reservations. We are taking every step to see that corruption is minimised in the reservations...

MR. DEPUTY SPEAKER : Minimised?

SHRI BANSI LAL : I cannot claim that we can completely eradicate it. I do not want to tell a lie...

MR. DEPUTY SPEAKER : He is very practical.

SHRI BANSI LAL : Every member wants a new railway line for his constituency. It is not possible...

(Interruptions)

MR. DEPUTY SPEAKER : Because they have to face the people.

SHRI BANSI LAL : In the Seventh Five Year Plan we are for the present not going to start any more new railway line because we have not been provided with adequate funds for any more new railway line. Same is the case with regard to gauge conversion. For gauge conversion also the priority ongoing projects we will finish during the Seventh Plan and we are for the present not going to take up any new gauge conversion project.

There was a demand from so many members for overbridges over the railway lines. Wherever it is possible we are trying to do that...

MR. DEPUTY SPEAKER : First give them railway line and then overbridges.

SHRI BANSI LAL : 50% of the money is to be given by the States. In some cases we have financial constraints and in some other cases the State Governments are not coming forward. So these are the difficulties.

There are many points which I cannot cover. Hon. Members will be getting replies on all those points and we will send them the replies.

MR. DEPUTY SPEAKER : We will now take up the discussion under Rule 193...

(Interruptions)

MR. DEPUTY SPEAKER : Please resume your seat. The Minister has already assured you that he will be writing to you all individually. He cannot answer each

and every point raised by the hon. Members.

Now we go to the next time.

18.15 hrs.

DISCUSSION RE : SITUATION ARISING OUT OF DROUGHT AND OTHER NATURAL CALAMITIES IN VARIOUS PARTS OF THE COUNTRY

[English]

MR. DEPUTY SPEAKER : The House will now take up discussion under Rule 193. Shri C. Janga Reddy to initiate the discussion.

[Translation]

SHRI C. JANGA REDDY (Hanamkonda) : Mr. Deputy Speaker, Sir, today we would like to discuss in the House the situation arising out of the flood, drought and snowfall in the country.

Discussion on this issue has been held in the last two sessions but we have not been able to reach any consensus. We would have to do something after arriving at a consensus this discussion.

In this House, every hon. Member has given an account of the miseries caused by the floods, drought and snowfall in his constituency and the relief needed to mitigate it. Therefore, some rule or policy must be formulated in this respect.

One hon. Member has alleged that non-Congress Governments are not getting full assistance due to political differences between the Central Government and the State Governments. We come to know all these things through the people and the Press. This hurts us. We could not formulate a policy in this respect 35 years after independence. It is a matter of regret that we have not been able to decide what immediate relief should be granted to the States in the event of natural calamities like flood, drought and snowfall in the country. What should be the share of the Central Government and the State

Governments in the grants for relief and how much budget should be provided for this purpose? We must give a serious thought to this.

In some States there is flood and in some others there is drought and in some State there is snowfall. Andhra Pradesh is one such State where snow falls. This year due to the rains in January, there was snowfall in Andhra Pradesh. You call it hailstorms which bring extreme cold. In our State it is called stonefall.

There are four types of natural calamities. First is drought which means non-availability of even drinking water. In the absence of water, grass does not grow, cultivation cannot take place and farming is not possible. People and cattle die without water. People have to migrate to places where water is available. We can face this drought but we should consider what measures we can take. The Central Government can make available foodgrains to the people at subsidised rates. The farmers of Punjab and Haryana can also supply foodgrains there. Sometimes the farmers of Andhra Pradesh can also supply foodgrains to those places which suffer drought. We should consider steps to provide water, to grow fodder and to sustain the cattle, but we do not do this. Water is not available in the wells. Even after boring to a considerable depth, water is not found there. We should consider what should be done in this respect. Forty years have passed since we attained independence but we could not find any permanent solution of drought and floods. Take the example of Rajasthan. Water can be drawn from Bhakra Nangal Project for Rajasthan. By digging 600 to 900 kilometre long canal or by digging wells we can provide irrigation facilities in the drought-prone areas of Rajasthan. Shri Ramarao is begging before the Centre for the assistance for Telegu-Ganga Project in order to meet the needs of water of Rayalseema in Andhra Pradesh. The situation has reached this point. Provision of irrigation can be made from Kochampard high-level canal in Wararagal.

(Interruptions)

Rice is being sold at Rs. 2 instead of

[Shri C. Janga Reddy]

Rs. 1 and in the scheduled caste dominated region, rice is being sold at Rs. 1.95 paise per kg.

(Interruptions)\*\*

This is not their personal property. It belongs to the public. Rice is being sold at Rs. 1.95 per Kilogram.

(Interruptions)\*\*

[English]

MR. DEPUTY SPEAKER : Any personal remarks will not go on record.

(Interruptions)\*\*

MR. DEPUTY-SPEAKER : You cannot make any allegations. That cannot be allowed. Casting aspersions cannot be allowed. You speak on natural calamities.

(Interruptions)\*\*

MR. DEPUTY-SPEAKER : Casting aspersions cannot be allowed.

(Interruptions)

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI GHULAM NABI AZAD) : It is not at all relevant to the subject under consideration.

MR. DEPUTY-SPEAKER : Mr. Janga Reddy, I want to know whether you are serious about this discussion on drought and other natural calamities. Take the subject of discussion seriously and give concrete suggestions as to what can be done. There is no point wasting the time like this. You make concrete suggestions to solve the problems.

[Translation]

SHRI C. JANGA REDDY : MR. Deputy Speaker, Sir, I was talking of providing rice at the rate of Rs. 2 per kg. He has referred to Shri Rama Rao. I am replying to that. I have not done any wrong.

Sir, I submitting that some permanent solution for drought and floods should be found. When there is good crop due to good weather, Shri V.P. Singh claims that our Budget is very good. Financial position is good only because crops have been good. At present Budget is prepared on the basis of crops but I feel that Budget should not be prepared on this basis. Nature follows its own rules to provide rains. Government should arrange for the collection of that water and utilise it (Interruptions). Therefore, I say that they should formulate some permanent policy to face drought, often which occurs at different places. For example, Rajasthan faces drought which Madhya Pradesh, Punjab, etc. have many rivers. Government should utilise that water to deal with the drought conditions. Government should provide funds to Rajasthan Government to bring water from Bhakra Nangal Project. A national project for this should be prepared. Such project should be prepared for Andhra Pradesh and Bihar also. The Centre is not providing funds to the State Governments for this purpose. They provide money for planned Budget. The State Governments are running the social welfare schemes by contributing amount matching the funds being provided by the Centre. Whether it is Central Government or Andhra Pradesh Government, lot of money is being spent on non-productive items but we should also consider what we can do for the economic upliftment of the poor. The problem of drought is not new. It is an annual feature. The Central Government provided funds for Andhra Pradesh in June, December, 1983 and December, 1984. They provided money because the area is affected by drought. If after investing money, work is executed as a national project, this malady can be cured permanently. Be it Telagu Ganga Project, Rajasthan Canal Project, Narmada Canal Project or any other project, the Central Government should provide funds for that so that water can be utilised in drought-affected areas. We have seen that for the last twenty years, drought has occurred every year. It occurred in Rajasthan, in Rayalseema and even in Madhya Pradesh. Bihar faces acute drought. The farmers of Bihar are very

helpless. The people of Bihar are migrating to Delhi. My friend who has described their condition with tears in his eyes shows the correct picture. The people of Bihar are more backward than even the people of Rayalseema. The people whether they are from Bihar or Rayalseema or Rajasthan are the people of India. Funds should be made available for them. National projects should be prepared to mitigate their difficulties. We should find out some permanent solution in this regard about which we never think. The drought affected people are left to the mercy of state Governments. The Budget of my state is for Rs. 1000 crores. In Rajasthan, it may be even less. Out of it 50 per cent is spent on social measures and with the remaining 50 per cent they have to arrange for irrigation, electricity etc. Therefore I suggest that for the drought affected States, Government should create a revolving fund at the national level so that the water available in various rivers may be brought to and utilised in drought affected areas. Where it is not possible to arrange such supply of water, Government will have to think of some other measures. Big industrial units can be set up there. Like the coach factory being set up in Punjab which was not needed there because Punjab is already a most prosperous State which has the highest per capita income in the country. Still keeping in view the national integration, the factory has been set up there. Therefore, I plead that where supply of water cannot be arranged even if funds are available, Government should think of other measures. We will have to set up big industries in those areas. The land available there should be utilised. A memorandum by our Congress friends including the Minister, Shri Shiv Shankar and hon. Member Shri Vijay Bhaskar Reddy had been submitted to the Hon. Prime Minister demanding that the project which are feasible to be set up there, should be set up urgently. What I mean to say is that every one whether he is from Congress or Telugu Desam or BJP wants that a definite arrangement should be made at national level to help the drought affected States. The land wherever available be reclaimed and used for cultivation by providing irrigation facilities. There should be some thinking of national level in this regard. But what happens is that

we deliver speeches (whether they are covered by the press or not) and the hon. Minister listens to them and speaks out what his staff has told him.

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION (SHRI YOGENDRA MAKWANA) : I am listening.

SHRI C. JANGA REDDY : What I mean to say is that he tells us what his officers have given him in the note. This should be taken note of. Even after 38 years of independence we have not changed the famine code. I request him to amend it. India is a free country now. It should revise its famine code according to the circumstances prevailing here. Along with it, we should think of electricity also. As per the Electricity Act, 1910 the entire expenditure of installing poles and wire has to be borne by the farmers. Expenditure on transformers has also to be paid by them. I, therefore, want that the words.

[English]

“Service charges will have to be borne by the Consumers”—

[Translation]

should be omitted. We should supply electricity to the drought affected States free of charge as Andhra Pradesh is doing. The electricity Act should be amended and the drought affected parts should be provided the facility at the earliest. The farmers want to get their wells sunk and obtain water but they are not provided funds for installing motors.

[English]

You say we will postpone the collection or convert it into interest free loans.

[Translation]

In this way Government want to make the farmers slaves so that they always remain dependent on them. Therefore, I urge that in drought affected areas electricity should be supplied free of charge or on subsidised rates.

[English]

MR. DEPUTY SPEAKER : Please conclude. There are so many other members who want to speak. It is not that you have to take two hours for yourself. I have a long list of Members who want to take part in the discussion. I will give six minutes to each Member.

SHRI C. JANGA REDDY : For rural water supply, Rs. 50.00 lakhs were allotted.

[Translation]

I have made my point about electricity charges. As regards meeting the shortage of water, the Ganga-Kaveri Scheme should be implemented. Under the Ganga-Kaveri scheme, Ganga water is to be taken to the Kaveri. It will definitely be beneficial. Ganga water will purify Kaveri water also. You can arrange irrigation with Kaveri water. Shri K.L. Rao had prepared a scheme. Why should not it be implemented? Once this scheme is completed, the water problem of Madhya Pradesh, Maharashtra, Andhra Pradesh, Tamil Nadu and Karnataka can be solved. In South, Karnataka has no drinking water, in Hyderabad and Tamil Nadu there is no drinking water. Bombay has no water to drink. In Rajasthan there is no drinking water. In Jaipur people do not have water to drink. Some time in Delhi also there is shortage of drinking water. (Interruptions) this is reported in the press.

I shall read out the report about the prevailing situation.

[English]

MR. DEPUTY SPEAKER : You need not read out the whole report. You can just make the points given in that.

[Translation]

SHRI C. JANGA REDDY : I do not remember the points. A sum of Rs. 50 lakh has been earmarked for drinking water for urban population. What does this mean? The Central Government is

giving this to the State Government as loan advances. The Central Government is not giving as subsidy. It is giving as loan advances.

[English]

“The Non-Plan expenditure actually incurred up to 31.3.1983 against the approved ceilings totalling Rs. 291.00 lakhs as indicated above, will be met out of the margin money. The plan expenditure incurred upto 31.3.1983 against the above mentioned ceilings totalling Rs. 6586.00 margin money will be covered by Advance Plan assistance in terms of this Ministry letter dated the 25th April, 1979.”

[Translation]

Government is not giving advances, subsidy or rebate. The scheme is only to give loan advances. Even in this scheme, delays take place. I read out to him. He will be surprised. It is a Ministry's letter. It says :

[English]

“I am directed to inform you that a Central team led by Shri R.K. Srivastava, Joint Secretary, in this Ministry would be visiting Andhra Pradesh shortly for assessing the need for Central assistance requested for by the Government of Andhra Pradesh in the wake of cyclone/floods during October, November and December, 1985. The itinerary of the visit will be prepared by Shri G.R. Nair, Principal Secretary to Government of Andhra Pradesh, Revenue Department, Hyderabad.”

We are now in 1986, that too in March. They say :

“shortly they are going there”. What does it mean ?

[Translation]

I do not know when it will be done. In October, there were cyclones, in

November there were floods and in Dec. there were hail storms ... (Interruptions). I want to say that no date of visit has been indicated in it. He could have at least mentioned the date.

It is a letter of February. I have received three such letters. One I have in my house, the other in Hyderabad and the third one in Delhi.

This letter has been addressed to me, i.e. to C. Janga Reddy. Member of Parliament.

AN HON. MEMBER : Letter has been sent to you but no time has been indicated therein.

SHRI C. JANGA REDDY : No time has been indicated. Now, I have to ring him up and ask when he is going, when we should make arrangements for him, what type of arrangement is to be made. I have to write to him. I do not know anything about that. (Interruptions) I have received the letter from the Deputy Secretary to Government of India on 1st October. (Interruptions) it is not a question of one officer, The D.O. was received in December 1985. The drought hit the State in May, 1984, but the funds from the Centre were received in 1985. It comes under the 8-Point Programme of Shri Rajiv Gandhi and he is not aware of that. (Interruptions) .

I will tell you about that. Two crore rupees were given for drought-affected area. Mr. Deputy Speaker Sir, listen to me carefully. A provision of Rs. 32 crores was made according to the D.O. letter received in December, 1985.

SHRI AJAY MUSHRAN : We shall not allow you to leave after your speech.

SHRI C. JANGA REDDY : There is not question of learning today. We have to sit till 10.00 p.m. (Interruptions) There, two crores of rupees have been given under the programme of Shri Rajiv Gandhi. Out of the total plan advance of Rs. 32.29 crores, Rs. two crores are meant for food and nutrition, but we do not know what is food and nutrition in drought. It has been said that Rs. 2

crores have been given to Public Health Department for contingency, agricultural production, programme subsidy in inputs. They give us loan and tell us how to spend. If they give us loan, we should be allowed to spend it the way we like. Why do they ask us to spend this much on fodder, this much on water and that much on well-sinking, etc. It should be left entirely to the State Government. When they give us loan or advance, they charge interest thereon and at the same time put pressure to spend it in a particular manner. This is not proper. Two crores of rupees have been given to Andhra Pradesh to make available maize flour mixed with jaggery and papads are being given by grinding maize. What I mean to say is that the Central Government cannot put such restriction. The Central Government have given Rs. 32 crores as relief, but the State Government cannot spend it the way it wants. This is all due to the 8-point Programme of Shri Rajiv Gandhi. What for the bleaching powder is needed where water is not available? One can understand its utility in the flood-affected areas. Rs. 22.2 lakhs for medicines, Rs. 20 lakhs for bleaching powder and chlorfne tablets have been provided. What is the utility of bleaching powder where water is not available. I cannot understand that. (Interruptions) Rs. 2 crores for vitamin tablets. Why do they not give a free hand to the drought-hit State to spend this amount the way they like? Moreover, our State Government sought Rs. 300 crores, but only Rs. 32 crores were given. What is the difficulty in giving loan or advance? What is the difficulty in giving the money today, when it has to be given tomorrow? Government of Karnataka sought Rs. 100 crores and they were given Rs. 80 crores. Tamilnadu sought Rs. 120 crores and they were given Rs. 80 crores, whereas only Rs. 32 crores were given to Andhra Pradesh as against its demand for Rs. 300 crores. In this connection, my suggestion is that a commission at the national level should be constituted which should adopt set criteria and should submit its report to the Central Government soon after natural calamities like flood, snowfall or hail-storm befall a State and the Central Government should give relief immediately there-

[Shri C. Janga Reddy]

After. Today, if there is a cyclone, the Central Government get the report of the expert committee only after 3-4 months. To whom can you provide timely relief in such a situation? The Centre would have to see how people live in cyclonic conditions for two months. It is at that time, that bleaching powder should be used. I would like to say that the Famine Code needs to be changed. Based on a policy, a commission should be set up at the national level and relief to the States should be sanctioned based on set criteria. The major projects in Rayalseema and Telangara and that of Ganga-cauvery should be completed early. Only then we can be saved from drought.

SHRI AJAY MUSHRAN (Jabalpur) : Mr. Deputy Speaker, Sir, the subject which we are discussing today has become a serious problem for the entire country. So far as Madhya Pradesh is concerned, there is a saying in our area, "Dubre pe do Ashadh". Two calamities have befallen us within one year. So far as drought is concerned, a major part of the country is affected by drought. Every year, about 12 eastern and western districts of Madhya Pradesh are affected by drought which poses a serious problem of drinking water in 29 districts. In spite of the fact that the State Government of Madhya Pradesh spends crores of rupees on foodgrains, fodder, cattle centres & opening of camps, etc., the State is neglected in the matter of adequate Central assistance. The Central Government, perhaps, have their own financial constraints. But two things are very clear. The first is that a minimum limit for Central assistance to be given to the State every year should be fixed. Secondly, a long term plan should be formulated through some kind of board or a policy extension organisation or corporation should be set up under the Ministry of Agriculture whereunder subsidy for irrigation and other inputs, like quality seeds, fertilizer, insecticides, pesticides, etc., or their free distribution to poor farmers could be arranged to fight the drought especially in those areas such as 12 districts of Madhya Pradesh. Crores of rupees have to be spent every year on account of drought. I hope, the hon. Members who

will speak after me will speak at length. I come from an area which is not affected by drought. But, this year an extraordinary situation has arisen in our State. Firstly, the crop was affected by frost i.e. during extreme winter the small plants start shrivelling, their leaves wither away and the possibility of their flowering become very remote. Such are the bad effects of frost. Secondly, thousands of hectares of land in our area in respect of which I shall give figures, was hit by caterpillars and thereafter it increased due to heat caused by overcast conditions. It is regrettable that the insecticides or pesticides supplied by the Ministry of Agriculture or the Department of Cooperation were ineffective. Either they were inferior or their life had expired. Whatever be the reason I cannot throw light on it as a scientist, but the fact remains that the caterpillars did not die even after the use of insecticides. The farmers had to use these insecticides repeatedly and the cost of these insecticides was so high that it was beyond the reach of an average farmer not to talk of a poor or a common farmer.

Mr. Deputy Speaker, Sir, thereafter the second biggest calamity that stuck us was in the form of hailstorm. You will be distressed to know that the State was hit by hailstorm accompanied by torrential rains in December, 1985, January, 1986, 7th to 14th February and thereafter on 21st, 27th and 28th February and so big was the size of the hails that each weighed as much as 1/2 kg. In six villages of my constituency, there was not a single farmer whose house was not affected by hailstorm. They are poor farmers who live in mud houses with thatched roofs. All such houses were completely destroyed besides their crops. Thereafter, if any farmer wants to cultivate his fields again, he needs money to get his fields cleared, which he does not have. However, I am happy to state that the State Government of Madhya Pradesh immediately took relief measures and provided funds. The State Government provided relief worth 2 crore rupees on 10th February.

Hailstorm has again hit our area twice in March and the rain was so heavy that the total rain recorded in those areas of

Jabalpur district, which were earlier devastated by hailstorm was much more than that recorded in the entire rainy season and as a result of that whatever was left of the crops earlier was also totally destroyed. The State Government again sanctioned Rs. 5 crore as relief. Thereafter, according to the available information, the Government of Madhya Pradesh have decided to make available additional 23 crores of Rupees, so that some relief is provided as compensation against the loss suffered due to hailstorm and unseasonal rains.

Mr. Deputy Speaker, Sir, the reason why I am giving the figures of sanctioned amount is that through these figures I want to tell this august House as also the hon. Minister of Agriculture the extent of loss and destruction suffered by our State due to hailstorm and unseasonal rains. So far as the number of affected districts is concerned, more or less 35 districts have been affected. Out of 2079 Tehsils of our State. 185 Tehsils have been affected and out of a total area of 12.5 lakh hectares of land, 72,722 hectares have been affected by hailstorm and unseasonal rains. So far as damage to crops is concerned it is estimated to be about Rs. 122 crores by the officials of Agriculture department. According to the information received so far, 10 persons and 1738 animals and 13561 houses in 185 tehsils of Madhya Pradesh have been badly affected by this hailstorm. Some of the measures taken by the State Government to provide relief to the affected people include postponement of recovery of revenue, irrigation cess, bank loans and *Tagavi* loans. I want to submit that the relief that is being provided by the State Government is far from adequate. Practically speaking, it is benefiting the farmers in the State to the extent of less than 25 percent. I, therefore, strongly urge upon the Centre and the hon. Minister of Agriculture not to send the study teams to Bhopal and the drought-affected districts alone but also to the divisional, sub-divisional and district headquarters as well which have been badly affected by hailstorm.

Mr. Deputy Speaker, Sir, I want to bring to the notice of the hon. Minister that the farmers whose houses have been

damaged do not wait for the Government relief, but mobilise their own resources and repair their houses and if the officials reach the site when the houses have already been repaired and they report that there has been no damage, it will not only deprive those poor farmers of the relief amount but also hurt their feelings. These poor farmers should be saved from such bureaucratic attitude. I would request that when these officials visit the affected areas, the local officials, MLAs, and MPs—whether of the Congress or any other party, provided that they are associated with farmers and not the people who talk of imposing taxes on them, should also be allowed to go along with them. I do not want to criticise any particular officer but I want to point out that not even a single study team tours the area and gives a true picture of the situation. The report which is submitted by the study team is generally prepared by the BDO, Sub-Divisional Officer, Collector of the Deputy/Assistant Director of Agriculture and this report is submitted to him.

AN HON. MEMBER : The officers of the study team enjoy feasts...  
*(Interruptions)*

SHRI AJAY MUSHRAN : We do not mind if they enjoy feasts. It is our foremost duty to give them a warm welcome. After all they are entitled to be our guest. But my only point is that the people's representatives must be associated with such teams,

Mr. Deputy Speaker, Sir, in the end I would like that the Government should write off all the debts of the farmers where there has been heavy hailstorm whether they are banks loans or Cooperative loans. Sir, I would request the Government to conduct a survey in my area where there was heavy hailstorm in 1982 as well. Therefore, the Government should not only postpone the recovery of taxes but write off all the taxes and debts whether it is revenue or any other tax. The hon. Members who are associated with agriculture will bear me out that one hailstorm is enough to damage the crops and it takes seven years to make good the loss.



[Shri Ajay Mushran]

19.00 hrs.

Mr. Deputy Speaker, Sir, Shri Balkavi Bairagi has given me a couplet to support my point. I would like to read it out :

*Badal Barse Raat Bhar, Ole Gire Apaar,  
Dwar Apke Chod Kar, Jayen Kis  
Ke Dwar.*

I thank you for giving me an opportunity to speak.

[English]

SHRI M. RAGHUMA REDDY (Nalgonda): Ours is a big country having different agro-climatic zones. In one part of the country, we are witnessing drought and in other part of the country, we are witnessing cyclones and floods. These have to be arrested.

We have a number of rivers, some of the perennial rivers; and the water is flowing into the sea. In some parts of the country, there is a scarcity of water and the people are thirsty for water. In other parts of the country, we have very good rivers. They must be taken care of. Whenever water is available, it should be brought and supplied to those places where it is not available. Wherever water is available, there should be some projects; we should construct projects irrespective of any State or any part of the country. That water should be supplied to those areas where it is not available. Unfortunately, the Central Government never takes care for this. If any file comes to the Central Government for clearing that file, it takes years with the results the cost of construction of the dams goes up considerably. It is actually happening and nobody bothers about it.

In India, 70 per cent of our population is based on agriculture; they are living on agriculture. If agriculture develops, then everything will develop. Without agriculture, nothing will develop. So, you must give top priority for the development of agriculture, water development and drainage. Of course, in our budget, we see 5 to 6 per cent, they are allotting for agriculture. All the hon. members who are

sitting here are from villages and farming community, but, nobody bothers about this.

Mr. Janga Reddy said that there was a long desire for linking Ganga-Cauvery. If it is not possible to link Ganga-Cauvery, then the rivers available in South India and North India should be linked. Then only at least wherever possible some dams, some tanks can be built up. Until and unless that is done, this problem cannot be solved. If you give Rs. 30 crores or Rs. 20 crores or Rs. 70 crores to each of the State that will be a temporary measure and you cannot solve this problem.

I have been observing for the last ten years in Andhra Pradesh and in other southern States that we are facing some drought; sometimes it is minimum; sometimes it is maximum. But, every year, we are seeing drought and every year we are witnessing cyclones and floods. We have a vast sea coast. We have to take up something over there. We have to build up water reservoirs along our sea coast; that will help in preventing floods and other things in low lying areas and in other parts of the country. I am not talking of Andhra Pradesh but all other parts of the country.

This year, unfortunately, we have drought in Gujarat, Rajasthan, Karnataka, parts of Maharashtra, Andhra Pradesh and almost in every State. Then we are having floods. This should be taken care of. I request the hon. Minister to take care of these things because he knows the problem. There should be a permanent solution and this permanent solution can be possible only from the Planning Commission side. They should take care of it.

There is no mention in the Seventh Plan document produced by the Planning Commission about this. This is unfortunate and I urge that this should be taken into consideration. Some permanent solution should be evolved to solve this perennial problem. For this purpose some allotment of funds has to be made. This should be done.

As Shri Janga Reddy has stated, most

of the times the central team visits the State after the drought period is over, or after the rainy season has started.

AN HON. MEMBER : No.

SHRI M. RAGHUMA REDDY : That has happened in the case of Andhra Pradesh. I will give you the details.

I therefore, request the hon. Minister to take up the issue and ensure that there is a permanent squad for this purpose. A permanent squad should be constituted to solve this problem. As soon as the intimation is received, within 24 or at the most 48 hours, this team should go to the drought/flood affected areas. Not that the State Chief Minister writes a letter, then they should sit and decide as to which member of the board goes and then that member is sent. The central team should be despatched forthwith; all the other things should not be discussed while sending the team. The team should go immediately and whenever there is urgency they should reach there quickly. That should be taken care of.

Another important thing is, many projects with regard to Andhra Pradesh have been pending with the Central Government. The Central Government is not clearing them. We feel that we are neglected. We are not even having drinking water in some parts of the State. Many projects which have been pending with the Central Government may kindly be cleared so that if these projects are completed the problem of supply of drinking water can be solved.

For the last several years the State of Andhra Pradesh has been witnessing severe drought. But unfortunately the Central Government has not declared Andhra Pradesh as one of the drought-prone areas. Only four to five districts of our State have got permanent water supply from the Krishna and Godavari rivers. Except the few districts in the Krishna-Godavari river belt, the other parts of the State like the Rayalaseema area and Telengana area are permanently drought stricken areas.

Now we are in the month of March and in some parts of the State there is no

drinking water at all. There is no fodder for the cattle. The ground water level has gone down. There is no water in some of the small rivers and rivulets. You must build some percolation tanks and ensure that water supply is there for all the districts. The Central Government can take up the matter and send a delegation to look into this problem.

I request the hon. Minister to take a sympathetic attitude and be kind enough to our State, because in the absence of water supply—which is the main input for agriculture—the small and marginal farmers are hard put to difficulties. Even the big farmers are affected by this.

I, therefore, urge upon the hon. Minister to release immediately about Rs. 300 crores to the State of Andhra Pradesh.

MR. DEPUTY-SPEAKER : Please conclude now. Shri Balkavi Bairagi.

Dagaji, where are you? When drought situation is discussed and when you say that your State does not have water, where are you? You are always criticising the others that they are not present in the House.

SHRI MOOL CHAND DAGA : They are not serious at all.

[Translation]

SHRI BALKAVI BAIRAGI (Mandsaur) : Mr. Deputy Speaker, Sir, I am highly obliged to you for giving me an opportunity to speak. Today when the House is discussing a matter of grave concern, I would like to draw the attention of the hon. Agriculture Minister to a very serious situation. He will recall—and if not, he may kindly see the record—that I had drawn his attention last year also to the fact that about one third part of our country is visited by natural calamities quite often. Famine and floods are a regular feature in our country and a permanent solution to this problem will have to be found out. Our agriculture scientists will have to find a permanent solution to hailstorms which struck the country recently. I do not wish to go into the statistical maze as the precious time of the House would be wasted and other

[Shri Balkavi Bairagi]

colleagues would be deprived of the opportunity to speak. In the month of February, out of 28 days hailstorms continued for 16 days in Madhya Pradesh. It was as if the climate had made some secret agreement with the calendar. The State Government rushed to Centre for assistance. The Centre did help, but I would like to draw your attention to a particular situation that has been created in 3-4 districts. You may say that it is not related to this matter but I would like to point out that it is related in the long run. Shrimati Nirmala Kumari is sitting next to me, Shri Jhujhar Singh might be sitting at some back bench and Shri Vyas from Bhilwara is sitting there. Mandsaar is a district which lies between Jhalawar and Bhilwara. A crop is produced in Mandsaar but nobody pays any heed to its critical state. This area produces opium. I would draw the attention of the House to the fact that entire opium crop in the district which could have helped in eradicating the poverty of the farmers has withered away. The farmer cares for each and every opium plant more than his own child. A farmer who cannot even pat his child forty times in six months, has to touch every plant an equal number of times during that period. And that very crop has withered away. We would be highly obliged to you if you request the hon. Finance Minister, on our behalf and on behalf of the people of Madhya Pradesh and Rajasthan to include this as crop well in the Crop Insurance Scheme.

Secondly, I would request you to instruct the Narcotics Department to issue licences for next year on the basis of damage caused to this year's yield. If nothing is produced this year what will they weigh? Bura Singh Ji, you will have to do us a favour and Makwana Ji too will have to see to our interests. You kindly recommend to the Ministry of Finance to procure the entire yield of this year and to give lease for the next year on this basis and not to cancel the lease given to the farmers. Cancellation of lease should not take place otherwise unimaginable corruption

will follow (*Interruptions*). The assessment of the damage caused to the crop should be done cropwise and not fieldwise. When you make assessment of opium crop and wheat crop by combining them, the corruption breeds. The team sent from the Centre should keep this in mind.

I am grateful to you for taking some positive steps in this respect. But as our friend from the drought affected area was saying and as the Madhya Pradesh Government have made submission to you that they needed Rs. 138 14 crore to meet the situation created by the drought but no attention has been paid to their request. Probably Rs. 5 to 7 crore has been allotted to Madhya Pradesh. The situation in Rajasthan is all the more serious because the State often falls in the grip of drought as well as hailstorms. I know this full well because the districts of Rajasthan are contiguous to my region. Rajasthan is bit by famine and disaster as well. I would request that the Agriculture Ministry should send separate teams for these two States and direct the officers to make assessment of the situation by taking into account the policies of the Congress, the desire of Shri Rajiv Gandhi and the policies of the Agriculture Ministry and the interests of the farmers. If they do not take into account these factors then they are enemies of farmers. We do not want to say anything about the feasts, they enjoy or the bungalow they stay in. But if they do not understand the problems of local people then such officers should not be sent there. I am very grateful to you. Tomorrow I will have to pass through these fields. Shri Madhavrao Scindia can give an eyewitness account. He visited the fields and was much moved by the sight of the destruction of crops. You are also invited to that place. Bura Singh Ji and Yogender Ji are also invited. We request them not to take it lightly but try to understand the pangs of the growers. I am thankful to the Government of Madhya Pradesh that they promptly came to their help. The Government of the State have done a commendable job. If you come to our rescue then it will go to a long way to assuage our feelings.

With these words, I convey my thanks to you.

[English]

SHRI SHARAD DIGHE (Bombay North Central) Hon'ble Members, Shri Janga Reddy and Shri Madhav Reddy, deserve congratulations for raising this discussion on the situation arising out of drought and other natural calamities in various parts of the country.

The damage caused due to drought and natural calamities in various parts of the country, has been a matter of concern for the whole country. Particularly the drought situation in Karnataka, Tamil Nadu, Rajasthan, Madhya Pradesh, Gujarat and Maharashtra has caused a great concern.

During the year 1985-86, Maharashtra received erratic and scare precipitation which adversely affected *Kharif* crops and nearly 6607 *Kharif* villages spread over 19 districts are drought affected. For this, the projection of expenditure was Rs. 561 crores, but I am sorry to say that the Central assistance sanctioned is not even ten per cent, It is only 52.74 crores for that year.

Apart from these *Kharif* villages, in *Rabi* season also there has been the same situation and further damage has occurred. To add to this calamity, in certain parts of Maharashtra, namely, Amravati, Nagpur, Wardha, Akola, Yeotmal, Dhule, Jalgaon and Nanded, unprecedented hailstorms occurred from 7th to 11th February 1986 and thereafter also. These heavy hailstorms have affected in all 1049 villages and the estimated damage is Rs. 1377.47 lakhs. When such a situation arises; of course, the procedure is that a Study Team goes to different parts of the country and assesses the damage caused. The experience unfortunately is that whatever is the projected expenditure or even the actual expenditure shown by the State Governments, the Study Team always drastically and arbitrarily cuts down these figures and generally the experience is that not more than ten per cent of these figures is given as assistance to the States. The

States, therefore, come in great trouble because large amounts are already spent by them. Therefore, when the assistance from the Central Government is so meagre, there is a great strain on the resources of the States. There are certain norms on which the Study Team relies. The time has come to review those norms because those norms are old. Even though the Eighth Finance Commission might have stated that those norms are satisfactory, the Central assistance that is given to the States is very meagre and does not meet the requirements of the States. Therefore, my submission is that these norms should be urgently reviewed to meet the situation. Secondly, when the Central assistance is given, the local conditions should be taken into account. For example, in Maharashtra, due to the geological and ecological causes, the underground aquifers have not been adequately recharged. Therefore, the expenses for digging a well or a bore-well are proportionately very high considering the expenses in the other States. Therefore, such local conditions should be taken into account while giving assistance to the States.

Similarly, there are certain measures which the State Governments permanently take and, unfortunately, for doing that good work, instead of giving reward to those States, their Central assistance is cut. For example, in Maharashtra there is an Employment Guarantee Scheme. It is a statutory scheme to guarantee employment to the rural masses. This scheme is there since 1972. Because of that Scheme, the assistance given to the State is less saying that the State has already got the scheme and it serves the purpose of a drought relief measure. So, the Central assistance to that extent is out and the State which is permanently doing some good work is punished for doing that work. Therefore my submission is that such local conditions should be considered while giving local assistance.

Now, the last point which I wish to make is this. There should be some permanent solution. Instead of given Central assistance every now and then, there should be a permanent scheme for such natural calamities, such as floods,

[Shri Sharad Dighe]

hailstorms and droughts. Such a permanent scheme should be drawn up as early as possible so that these calamities will not recur in future and we can meet this natural challenge from this point of view.

[Translation]

SHRI JUJHAR SINGH (Jhalawar) : Mr. Deputy Speaker, I shall be very brief and to the point and speak only about my own constituency.

Sir, when the discussion on flood and drought was held last time, I had submitted that although my area falls in Rajasthan, yet geographically it is a part of Madhya Pradesh. When we discuss about Rajasthan, it centres round mostly on desert area and our area is totally forgotten. The necessary steps are not taken in respect of that area.

I had submitted last time that the famine situation was created in our area due to the delayed rains and floods and as many as one thousand villages were affected in our area. We have not been provided any relief for the damage caused by the floods. Although relief works are in progress at many places in Rajasthan and I understand that crores of rupees might have been spent thereon but much less has been spent in my area where one thousand villages have been hit by the famine and floods. What I would like to submit is that whenever villages are hit by floods and famine, the Government should provide help fairly and judiciously and there should not be any partiality in it.

Secondly, the villages which had been affected by floods earlier, have more or less been affected again by hailstorms and heavy rains. Of course, the number of villages which have been affected is not one thousand but at least 200 to 250 villages have been affected again by the famine. Much damage has been caused to the crops thereby.

Shri Balkavi Ji and other Members from Madhya Pradesh have spoken about the crops which have been damaged.

Opium is grown in Madhya Pradesh. It is a licensed crop. Opium can be cultivated only after obtaining licence from the Government. Opium crop has been totally destroyed by the flood or hailstorm. Opium growers should be given relief on the basis of the correct assessment of the crops otherwise they will be hit hard. The hon. Agriculture Minister may request the hon. Finance Minister not to include this year's average of opium crop which has been damaged most, while assessment for issuing licences for the same. The licence should be issued to the growers on the basis of last year's average so that opium growers do not suffer.

I would also like to point out that due to the hailstorm and heavy rains, not only crops have been damaged but thousands of cattle have also perished. Hadauni is the best area for cattle in Jhalawar. A good number of them have died and there is great shortage of fodder in that area.

As regards fodder, it has been the policy of the Rajasthan Government to allot meadows around forest in small areas on contract and under this cover, the forest produce of Rajasthan is being smuggled out, causing depletion of fodder with Rajasthan Government. So proper arrangements should be made for the supply of fodder. I have already stated that Jhalawar, though part of Rajasthan, has Madhya Pradesh on its three sides. Madhya Pradesh is a surplus State from the point of view of power but there is shortage of power in Rajasthan. The expenditure on supplying power from Madhya Pradesh to Rajasthan is nominal. I had earlier told the hon. Agriculture Minister that inter state difficulties should not come in the way of supply of power at the time of famine because it causes great harm to us. So I would submit that provision of supply of power from Madhya Pradesh to such areas be made which are lying across the border and where there are famine conditions. If power is supplied and fodder is grown now in these famine affected areas for the next season, only then the cattle can be saved. So controversies among the States should not be taken into account while providing supply of power to Rajasthan from Madhya Pradesh.

I would also like to submit that in our

area water is available in sufficient quantity but it is going waste because it is not being put to proper use. On the one hand, you are including Waste Land Development Plan in the Seventh Plan and you have made provision for it also. You have given it priority. But in my area the cause of the waste land is that the available water is not being used properly. So, I would request that there should be proper use of the available water. With these words, I convey my thanks to you for giving me an opportunity to speak.

[English]

SHRI SURESH KURUP (Kottayam) : Mr. Deputy-Speaker, Sir, year after we are discussing in this House about natural calamities and the sufferings of the people in various parts of this vast country. Sir, this time Karnataka, Rajasthan, Andhra Pradesh, Maharashtra, Orissa and Madhya Pradesh are the worst affected drought areas in our country. In the case of Rajasthan and Karnataka the tragedy is much worse. It is continuously for the fourth year these two States are faced with drought situation. And in Karnataka it is reported that about 19,000 villages spread over 18 districts are severely affected by this drought situation. And as far as my understanding goes, only the Dakshina Kannada area is out of the grip of the drought situation. Rough estimates are there that the loss in the khariff crop is 38 per cent and the shortfall in rabi crop is 40 per cent and the Government of Karnataka is doing everything to tackle this situation. The Karnataka Government has already spent a sum of Rs. 252 crores to face this drought situation

Coming to Andhra Pradesh, that has already been described here. In some places there is practically no water and Anantapur District, I think, is the worst affected area & it is reported that for miles and miles you cannot see a single cattle or a stray dog. That is being reported in the papers.

Coming to Rajasthan it is the fourth successive year that Rajasthan faces this drought situation.

Complaints are pouring from different

parts of the State about the callous attitude of the authorities in dealing with this drought. None other than the Governor of Karnataka has issued a public notice about the attitude of these authorities. The Governor has publicly criticised especially about the desert districts of Jodhpur, Jaisalmer and Barmer.

These are calamities about which the whole nation is aggrieved. A State Government cannot function properly under these circumstances because the development work suffers. Take the example of Karnataka. In Karnataka most of the power projects are hydel projects and due to severe cut in the power, industries are suffering and the Government of Karnataka and for that matter, all other State Governments which are faced with the situation, are spending from their developmental funds. They are diverting their developmental funds to tackle this situation of drought and floods.

In many States, even though large amount is being pumped in for relief works, in many States many people are not getting it. We have the example of Orissa. Even the visit of Prime Minister to Kalahandi did not help the poor and the needy and the famine-affected people in Kalahandi. Reports say that more than 80 people have died. Reports have appeared in the press.

THE MINISTER OF AGRICULTURE (S. BUTA SINGH) : CPM reports.

SHRI SURESH KURUP : Not CMP reports. Why should you take the case of a corrupt and inefficient Government ? Everywhere it is reported about the Prime Minister's visit to Kalahandi. All the national newspapers and national weeklies have reported. I hope the hon. Minister would have seen it.

SHRI M. RAGHUMA REDDY : We will supply a copy of that.

SHRI SURESH KURUP : This points to the fact that in so many places the needy people are not getting this drought relief. There should be permanent measures in dealing with this drought or flood and natural calamity. Actually the amount

[Shri Suresh Kurup]

spent in relief works are much higher than what may be needed for these permanent measures in tackling this drought and floods.

In this connection, I would like to mention the plan of the Karnataka Government that is the dryland development plan. The plan is to develop the dryland within a period of ten years at a cost of Rs. 2,000 crores.

I request the Central Government to give generous assistance to the Government of Karnataka for this vast scheme.

The public distribution system should be strengthened to tackle such a situation. In rural areas of India, there should be an efficient public distribution system. Then only the relief measures will reach the downtrodden and the needy people.

Large-scale deforestation is taking place in our county. In places where earlier this drought and water scarcity was unheard of, now these areas are affected by drought situation. This is exactly because of large-scale felling of trees and all that. I hope our Government especially our Prime Minister is well aware of it. So, urgent measures should be taken to tackle this problem.

Finally, the Central assistance given should be cent per cent.

Otherwise the State Government cannot face ..

SHRI G. L. DOGRA : Why cannot the State Governments do it ?

SHRI SURESH KURUP : Where are the resources ? States like Rajasthan, Karnataka are facing drought successively for the fourth year...

SHRI G. L. DOGRA : They have the resources. This is not the honest approach.

SHRI SURESH KURUP : For the information of the hon. Member I would like to mention the recommendation of the Seventh Finance Commission. The Seventh

Finance Commission has categorically recommended...

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION (SHRI YOGENDRA MAKWANA) : Talk of the Eighth Finance Commission. It is old now.

SHRI SURESH KURUP : The Seventh Finance Commission has recommended that those States faced with a drought situation successively for the 4th or the 5th year this aid should be hundred per cent grant. That is what they have recommended. I hope the Minister knows that.

SHRIMATI BASAVARAJESWARI (Bellary) : I am extremely happy to associate myself in to-day's discussion on the natural calamities situation.

The situation in Karnataka is very much alarming. Since 3 years rainfall has completely failed and this year the State is very much affected. About 147 blocks have been affected in Karnataka comprising of lakhs of people. Lakhs of people have already migrated to neighbouring areas in search of employment. Cattle have been sent to slaughter houses. Most of the cattle have died for want of fodder. People are roaming here and there in search of employment. The State Government has at present provided employment for the affected people. Goshalas have been started by the State Government in each block consisting of hundreds of affected animals.

The Central Government has already sent team twice to Karnataka. After the visit of first team the Central Government was kind enough to release a huge amount.

19.37 hrs.

[SHRI SHARAD DIGHE *in the chair* ]

In the beginning the Karnataka Government has made a proposal for Rs. 151 crores. As against that Rs. 53 crores have been sanctioned by the Central Government and Rs. 43 crores has already been released by the Centre. After this the Karnataka Government has suggested one more

proposal asking for Rs. 260 crores from the Central Government. Hon. Minister, Shri Buta Singh was kind enough to visit some of the affected areas in Karnataka. After his return he was very much convinced about the alarming situation and immediately he has sent thousands of tons of fodder and concentrates free of cost for the affected cattle. Such being the case, most of the wells have dried up and there is no drinking water in many of the villages. Bore wells have already dried and people are facing acute shortage of drinking water and cattle have no fodder till now. The State Government has drawn some plans to grow green fodder in some of the State-owned farms where there is water available. Therefore, in view of this I would like to make some suggestions to the Government to tackle this problem until the next harvest season.

The Centre should provide scarcity relief for deepening of the existing open wells and the bore wells also should be deepened by providing cyclonic rigs to the State Government.

Secondly, dry land development schemes like contour-bunding and nallah bunding should be sanctioned. Life irrigation—where there is perennial water and pick up dams—which cost less amount should be immediately taken up so as to give some permanent relief for the chronically drought-affected areas. At present, the employment provided is not adequate. Very often, the employment is not provided continuously. Employment is provided only for two to three days and then the work is being stopped and after 15 days again the work is started. This should not be the case. When the person is employed, he should be given continuous employment until the work is over and the next work should be taken up as early as possible.

Sir, there is a lot of delay in the payment. This should be completely stopped contractors should be totally avoided at the time of taking up scarcity works. But still we find that contractors are encouraged while taking up scarcity work. There should be proper checks by the Central Government on the utilisation of this fund by various State Governments.

Finally, I would like to suggest to the honourable Minister to give more food-grains to Karnataka State. The Central Government is ready to provide any amount of food-grains to the Karnataka Government. Still they have not sent the proposal as to how much food grains they require. The Honourable Prime Minister Shri Rajivji was kind enough to give grains at subsidised rate to the Adivasi and tribal people. In this connection I suggest that the States where we do not have tribal people, scheduled castes/scheduled tribe population and the poor-sections, should also be given food-grains at subsidised rates in the drought-affected areas. Some permanent scheme should be drawn up by the Central Government so as to give employment for another 6 to 8 months. Special schemes should also be drawn up exclusively for the State of Karnataka by the Central Government because it should not be compared with other States. Hence the situation there is becoming worst everyday. Special schemes for providing employment facility, fodder and also food grains to the needy persons should be worked out. I would also like to request the honourable Minister to visit the drought-affected areas once again especially Bellary from where I come the area is very much affected and see that some solution is found as early as possible. I would urge upon the Honourable Minister to release at least a minimum sum of Rs. 50 crores for the State of Karnataka immediately. With these words I end my speech.

[Translation]

SHRI MAHENDRA SINGH (Guna) : Mr. Chairman, Sir, I rise to speak on the natural calamities. As the time allotted to me is short, therefore I will restrict myself to the damage caused by hailstorm, in my state and my constituency only.

Sir, the Central Government should reconsider the kind of assistance which could be provided in the event of sudden hardship faced by the people due to any of the natural calamities. In my constituency in Madhya Pradesh, recently there had been hailstorms twice and even thrice after an interval of 8 days. In certain areas in Shivpuri and Guna districts,



[Shri Mahendra Singh]

in my constituency, crops have been damaged to the extent of 90 to 95 per cent due to hailstorms. 364 villages in Shivpuri and 678 in Guna have been hit by hailstorms. About 25 per cent farms there have suffered damage to the extent of 90 to 95 per cent. I appreciate the prompt action of State Government and the Chief Minister in providing immediate relief. A sum of Rs. 11 lakh and 33 thousand has been provided as assistance to Shivpuri district. Similarly a sum of Rs. 30.83 lakh has been provided as immediate assistance to Guna district under N.R.E.P. and R.L.E.G.P. Work on 144 schemes has been going on in Guna district. A sum of Rs. 37.85 lakh has been allotted for these works and 11.35 tonne foodgrains have been made available.

Similarly, assistance has also been provided for Bhopal, Jabalpur, Vidisha, Gwalior, Morena, Amba, Ratlam, Mandasaur, Ujjain, Dewas and Hoshangabad districts. The Chief Minister of our State has done a commendable job in this respect resulting in much relief to the farmers.

The Minister of State in the Department of Railways, Shri Madhavrao Scindia who belongs to our State, also visited the areas hit by hailstorms. The people of those areas have appreciated the gesture of our Chief Minister and the hon. Union Minister who visited those places at this critical hour and met them personally. I am satisfied with the steps taken by the State Administration but they have their own limitations in this regard. In such crisis, the State Government cannot help the farmers fully. Therefore, I can understand the difficulty of the Madhya Pradesh Government or for that matter any other State Government and I demand that in such a situation the Central Government should immediately send a team so that it can assess the damage and some norms should be fixed whereby farmers are provided adequate relief.

I would like the Central Government to set up a separate fund for this so that urgent relief is provided to the States. The teams which go from here to visit and inspect the areas should be supervised by the

Central Government immediately. Thereafter, relief should be made available according to fixed norms.

I would also request that where losses to the farmers are more than a 50 per cent land revenue should be exempted and not postponed. Similarly, the facility of low interest loans should also be extended in those areas.

While once again appreciating Madhya Pradesh Government for immediate relief provided by the Chief Minister to the farmers, I request the hon. Minister that he too should kindly provide immediate relief to the distressed farmers.

SHRIMATI USHA CHOUDHARI (Amaravati) : Mr. Chairman, Sir, first of all I express my gratitude to the hon. Minister and the Government for allowing a discussion on such a serious issue. We have held discussions many a time in this House about famine and the hon. Minister had been informing us about the States and the funds provided to each. This practice has been going on for a long time. But, now, under the leadership of the hon. Prime Minister we want to change the trend and practice being followed for years together. It is a wrong practice that we discuss only when there has already been hailstorm. Survey is made after the damage has occurred and we try to provide some help to the affected State. This is the story of every State. I feel that whereas a very good book of these accounts can be compiled, yet they cannot improve the lives of the people. For that, the affected State should be helped in advance to formulate a longterm scheme so that the State may be able to control the situation in time. For the area which always remains drought-affected, a scheme should be formulated so that the situation, even after the famine has occurred, can be controlled. The Central Government has tried to help to some extent. Many things about several States have been said here. Here in the House when the hon. Members were speaking one thing occurred to me. The hon. Members from other States have not referred to Maharashtra because they are not aware of the situation prevailing in the State. There is no water in the desert of Rajasthan but for the people of that

area every one of us has tears in our eyes. Similarly, in Maharashtra cotton and other crops are grown and oranges are exported. Therefore, the Central Government also fixes different criteria for it thinking that when Maharashtra is demanding something let us give something. As the need is more there, therefore, fixed norms are not followed there as Maharashtra is well advanced in many schemes. It has its own production capacity and sends many plants to the Central Government. My submission is that the situation in Maharashtra is different.

In the area from where I come, the water level is going down. In this hilly area the water resources are not available so that they may be able to have drinking water and water for irrigation. Therefore, I want that two types of schemes should be formulated for that area. Where rain water is available, it should be collected and brought above the surface so that it can be utilised later on. Due to scarcity of water in Maharashtra for the last two years more than ten thousand villages are facing drinking water scarcity. For this, large scale assistance from the Central Government has been asked for but we have seen that the Central Government has not provided even 10 per cent of the assistance sought for. I want that full assistance for drinking water or for the famine stricken people should be provided immediately.

I also want to add that every year the Central Government provides assistance worth Rs. 250 to Rs. 300 crores as famine relief for the entire country. If this amount is used for formulating a long term programme, perhaps such remedial measures would not be necessary every year. As the time is limited, I would therefore, like to submit that I come from Vidarbha. He has also mentioned about Amaravati. In Vidarbha, in certain districts of Marathwada and certain districts of Khandesh i.e. in the 7 districts from the Amaravati to Jalgaon, there has been hailstorms recently. During the last month itself, more than one thousand villages have been affected. Fifteen persons have died and forty persons have been injured. Not only the crops in several hectares of land but the orange

trees have also been damaged. They have submitted certain schemes. I am grateful to the hon. Finance Minister that he has spoken of crop insurance scheme in the Budget. I thank him for that but I want to add that presently in Vidarbha not only orange, banana and other fruits have been damaged, but many other trees also have fallen. Therefore, all kinds crops of farmers should be insured. It may be thought that perhaps there will be difficulty in implementing this scheme but if we want that there should again be a green revolution, the Central Government should provide for crop insurance for all kinds of crops grown by the farmers. Moreover, I demand something for vidarbha also. After the last two hailstorms, there has been heavy loss. I, therefore, want that the State Government's request for assistance worth Rs. 14 crores should be increased to Rs. 20 crores or even more. If Government provides funds for the backward areas of Amaravati and Khanja, that will go a long way for the people of the area.

With these words I thank you for giving me an opportunity to speak.

\*SHRI BHADRESWAR TANTI (Kaliabor) : Mr. Chairman, Sir, I am thankful to you for giving me an opportunity to take part in a discussion on the situation arising out of drought and other natural calamities in various parts of the country. Drought and other natural calamities do occur in each and every year in our country. This is not a new phenomenon; but the question is what effective steps have so far been taken by the Central Govt. to stop this menace. We find that every year thousands of crores of rupees are spent by the Govt. of India in the name of relief work to the flood affected people and the drought effected people. Now it has become the practice for the Government of India to release a huge amount of money when there is any such natural calamity in different parts of our country. I do agree that the Government of India is spending a huge amount of money every year.

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\*The speech was originally delivered in Assamese.

[Shri Bhadreswar Tanti]

So far as Assam is concerned it is a border State of our country with so many problems and flood is the greatest enemy for Assam. Sir, with great regret I beg to submit that the relief given to the people of Assam is very inadequate and not in time. In the name of relief whatever fund is allocated by the Government of India, the lion's share is misused by the unscrupulous people who are on the helm of affairs. Sir, here I want to give one example. If the House, properties and standing crops of a family is totally destroyed, the Congress-I Government was in power at that time, they used to give only one blanket, one mosquito net and a sum of rupees fifty or so. That also was done just before the time of elections of the last State Legislative Assembly and Lok Sabha undermining and degrading the human values. Sir, you can well imagine the pitiable condition of those retired people. In a civilised society like ours the whole family does not sleep together. On 5th June, 1985 the Merapani Village on Nagaland-Assam border was attacked by vagas and 1800 houses were burnt down and more than 500 peoples were killed. The then Cong-I Government in Assam issued only one blanket to each of the families just before the last Assam Elections and thereby towered the human values in the name of relief.

The next point I beg to submit is that when the flood is over, then only the State Government machinery start work at a snail's pace. In the name of relief, a sum of Rs. 50/- to Rs. 500/- is given to a family. Sir, the next point I beg to submit is there in the Kaziranga area when a wild elephant kills a man only 50 rupees is given to his kith and kin as a compensation and that money also is not given in time. (Interruptions). This should be increased from Rs. 50/- to at least Rs. 5000/.

Another point I want to make is that on the border of Assam and Nagaland at Mera-Pani village where so many Assamese villagers were killed brutally. The then Congress-I Government turned a deaf ear to all these incidents. After the installation of new AGP Government in Assam

immediate steps have been taken to give at least some compensation to the kith and kin of those brutally murdered. Assamese villagers. For this purpose a huge amount of money is necessary. But the State exchequer is in a precarious condition. Therefore I would like to request the Central Government to provide at least Rs. ten crore so that compensation may be given to the needy persons. I fervently request the Central Government to extend a helping hand to the people of Assam so that there might be some contentment among the people of Assam.

Sir, I am an elected member from Assam. Therefore I have got every right to express my views here in this august House. I feel extremely sorry that so many senior members from the treasury benches are shouting like anything while I am making my maiden speech. Sir, 5th June 1985 is a red letter day in the history of India so far Merapani is concerned and I think such incidents will never occur in future in any part of the globe. At least 500 men, women and children of Merapani village were butchered by Naga people. The then Assam Government did not come forward to help those victims immediately. It is a matter of shame. Now AHP Govt. has come to power in Assam and we are trying our level best to do the needful to wipe out the tears of those wretched people. Sir, is it not the duty of Government of India to help Assam at the time of need. The Central Government always talks of national unity and integrity. But is it the way to enhance the national unity and integrity in this manner? Sir, the people of Assam are very peace loving. It is known to the whole world. We are sacrificing so many things for the sake of the nation. Sir, may I ask you one question— what has been given to Assam for the last 38 years? The mighty Brahmaputra is causing havoc every year in Assam. Time and again we are requesting the Central Govt. to provide sufficient funds so that floods may be controlled. Unfortunately we are getting always a step motherly treatment from the Centre.

The Central Government has constituted a Brahmaputra Control Board but that is only on papers. It is like a white

elephant. Thousands of crores of rupees have been spent by the Central Government but there is no ultimate result. For so many years Assam is being neglected in all spheres. I would like to request the hon. Minister to consider the points raised by me and at least one hundred crores of rupees should be allocated for the effective flood control of the mighty river Brahmaputra. I would like to draw your kind attention that if Moriakula erosion is not checked immediately, the entire Bokakhat area will be submerged into the mighty Brahmaputra soon and hundreds and thousands of poor peasants will become homeless. Once again I thank you for giving me the opportunity and with these words I conclude my speech.

20.00 hrs.

**SHRI DILEEP SINGH BHURIA** (Jhabua): Mr. Chairman, Sir, I also want to express my concern on the drought and natural calamities.

In 1984-85 twenty three districts were affected by drought in Madhya Pradesh. This year 12 districts are facing severe drought of which 7 were in the grip of drought last year also. Mr. Chairman, Sir, out of 20,102 villages of these 12 districts, 13508 villages are in the grip of drought. The population of these 12 districts is 11 million. Out of this, 80 lakh people are victims of this drought. There are about 1,30,00,000 cattle heads in these districts out of which 1,05,00,000 are starving to death. Half of the districts in the State are tribal districts. 29 districts are facing acute water shortage. So far as drought relief is concerned, the State Government and the Central Government have spent Rs. 75 crore and Rs. 51.11 crore respectively. About 5697 relief works are in progress wherein 3,03,000 workers are working daily.

Mr. Chairman, Sir, I would like to draw Governments attention to my constituency particularly to Jhabua district where drought has been a regular feature during the last 15 years. The district has a population of 8 lakh of which 85 per cent are tribals. Every year, the area is affected by drought. The meagre relief provided by Government does not help much.

The desert of Rajasthan is advancing towards Madhya Pradesh and until some major step is taken to check it this problem will remain. Therefore, relief works will have to be undertaken on large scale. The problem of drinking water is there. As long on we are not able to provide drilling machines the people will not get drinking water. Nor will fodder and water be available for the livestock. Out of an 8 lakh population of the district, only 1 lakh have got some employment and about 2 to 3 lakh workers are still idle. This being a drought affected district some such schemes should be formulated as would provide them relief to the people. Even during British rule if a district was hit by drought, they used to provide relief to the people by constructing railway lines and dams or undertaking forest development schemes, but today the practice is that Central Government merely sends some study team to the affected areas and provides funds immediately on the basis of study report. But I would like to say that money is no solution to the problem. Government should conduct a special study of the affected districts and identify the factors attributable to recurring droughts. Unless a scientific survey is conducted as to how the drought areas can be converted into greenary, there can be no improvement in the situation. Today, 12 districts of Madhya Pradesh are in the grip of drought. A day is not far when it will turn into a desert.

I would like to request particularly the hon. Ministers Shri Buta Singh and Shri Makwana to visit my constituency and see for themselves the plight of these districts. Ground water is not available in the area even at the depth of 300 ft. Therefore, there is need for providing drilling machines which can drill a depth of 400 or 500 ft. so that drinking water is available to the people and cattle.

Many people do not get jobs under the relief works programme. Old and weak people are unable to do the same amount of work and therefore they should be provided such work as they can do.

Just now, some hon. Members spoke about hailstorm. I was in Delhi when this occurred. I would have thanked God

[Shri Dileep Singh Bhuria)

if it had fallen in my constituency, as it would have at least provided drinking water. 12 districts in our State are drought hit. The Hon. Prime Minister had recently visited the entire district and seen for himself. He visited each and every tribal hamlet. He saw how the people were fighting with death. They do not have food for one meal even. I, being their representative do not want to describe their plight here. I have given a separate notice demanding discussion on drought when I should get at least half an hour to speak so that I may be able to describe the position obtaining there in detail. I request the hon. Minister to look into their problems and resolve them. Today, those who are struggling for their life, are not able to earn even Rs. 10 a day. Thousands of degree holders want to be employed as daily wagers. Such is their plight. I had to say a lot, but being a disciplined soldier of the party I will not take more time. With these words I conclude.

SHRI G.L. DOGRA (Udhampur) :  
Mr. Chairman, Sir, this is an issue which is discussed every time in this House. Someone or the other raises this issue for Sardar Sahib or Shri Makwana. Have they ever bothered to think of the country's larger interest...*(Interruptions)* whenever excise duty or indirect taxes are proposed and the question of Finance Commission is raised they always make much hue and cry and take away more money than interest. The States misappropriate Government funds and do not provide any relief to the poor. When they indulge in such bungling, they should also be ready to face the consequences...*(Interruptions)* The country is going to dogs and nobody knows why the control on finances has become ineffective. We do not know why there are weak Ministers at the Centre and whosoever makes a hue and cry, gets as much as he likes. It has been observed that these days the number of water disputes is increasing on the pretext that water of a river passes through a particular State and therefore, it belongs to that State only. Such things are meaningless because if for instance, a cow passes by my house, it does not mean that

it is mine. If a truck goes *via* Punjab, it does not mean that it belongs to Punjab. Such issues should be faced bravely. It is for the Central Government to ensure assistance to each State. If any State Government commits any wrong it should be removed irrespective of the party to which it belongs...*(Interruptions)*. There are Departments like the Ecology and Forest Departments etc. They get legislations passed but their implementation at certain places proves detrimental. Water may not be available in the South because the forests of Madhya Pradesh are being denuded indiscriminately. If Himalayas are denuded where from will we get water? Have they ever considered how floods occur? There is a tributary of Ravi in our area. There used to be less than 50,000 cuses of water even during worst floods but during the course of four years, it has increased to 1-2 lakh cusees of water because the mountains have been denuded *(Interruptions)*. My only submission is that the inflow of water in this tributary has increased from 50,000 to 1,50,000 cusees during the last one year alone thereby resulting in extensive damage in our area. The only reason for this is widespread deforestation in the area. There are large parts of hilly and plain areas in our State. Everywhere the situation is the same. I, therefore, urge upon the Government to make arrangements to provide water in these areas.

The most important thing to be done is to instruct the Agricultural Universities to identify the crops that can be produced in particular areas and insist on growing these crops in those areas. Afforestation should be undertaken on a large scale to bring rains which would provide green cover, which in turn would help in improving the situation...*(Interruptions)*.

I am emphasizing these points I consider them very important. If you think any of them is not worth considering you may kindly delete it. I, therefore, urge upon the Government to direct the Agricultural Universities to work in this direction. They should examine as to what should be grown in which region of our country. If we continue growing rice everywhere without regard to other crops,

we cannot make much headway. There is need to adopt a fresh approach because at present even potable water is not available in sufficient quantity & the water table is going down. Therefore, keeping in view this problem, we will have to adopt this approach. As a result of deforestation, the water table is going down. Merely granting funds those who clamour for it will do no good. Though I wanted to speak more on this issue, but I conclude in deference to the wishes of the hon. Chairman. I am not at all satisfied. I do not know whom I should thank.

[English]

In deference to the Chair I sit down; but this is unfair. Otherwise we are prepared to sit for the whole night.

SHRI D. P. JADEJA (Jamnagar) : Sir, I am grateful for this opportunity that you have given. I will repeat certain things which I had mentioned about three months ago, during the Winter session.

But before I do so, I would like to congratulate the Government as far as relief works are concerned. Cattle camps have been started with Government aid, by the philanthropists of Gujarat. These projects are going on satisfactorily there. But the serious situation today is this : I come from that part of Gujarat, viz. the western part of Saurashtra where there are no perennial rivers for at least 500 Kms., no tanks which can last for the whole summer, and no sub-soil water. Where are we going to get water from ? It is an area which covers a population of at least 30 lakhs. These 30 lakhs of people, a few months later, will have no source of drinking water. I said this three months ago. I repeat it.

I also say that a time will come in May or June when these 30 lakhs of people will have to migrate. Suggestions have been given. Is the Government going to consider taking up these proposals ? There is a proposal to bring water by railways to Rajkot. You are thinking of it. But it is an expensive proposition. But why bring water from Gujarat into Saurashtra ? Why not bring drinking water by the Shipping Corporation of India's spare oil

tankers? You can bring this water to the ports, because Saurashtra and Kutch have the maximum number of intermediate ports. You can bring drinking water by tankers alongside, in the ports, from where you can fill up your railway tankers, and bring water to the affected areas. This is the only way by which you will be able to save that area.

As far as Saurashtra is concerned, we have no sub-soil water. You are not going to bring water through pipelines. I do not want to see people migrating, to the extent of 15 or 20 lakhs.

Tubewells have been dug. I am sure Government is aware that 60% of them are failures. There is no water available. In the remaining 40% water is there; but most of them will dry up within two months. Tubewell is no alternative for providing drinking water to Saurashtra. With co-ordination between the Shipping Corporation of India and the Indian Railways, you can help this drought-affected areas of western Saurashtra.

I had given a proposal that municipalities in the coastal region, municipalities affected by drinking water problem, should use saline water for their flushing system whereby there would be a saving of 40 per cent of the drinking water of that area.

Today, the drinking water has been rationed. The municipality where it was giving water twice a day, now they are giving it once in three days and that too as a ration. There are towns in the coastal areas where we are getting water at Re. 1 a bucket. We have had still five months to go. I had also mentioned that de-salination is the process we could make use of. Now this can also be done by wind energy, and Saurashtra and Kutch are the most ideal areas in the whole of India along the part of the Tamilnadu where it can be done by wind energy. Let us start moving in this direction whereby, God forbid, if there is a bad year next year, at least, something can be done.

There is a system called RPO which can be made use of in those remote areas where we do not get drinking water from any other source. Why not we make a

[Shri D. P. Jadeja]

thorough study on that? If the cartages are to be imported, let them be imported now, because importing them at the last minute is not going to help. I know it is a little expensive affair, but considering when you cannot give water in any other way, this is the only way where you can give drinking water to these remote villages.

The summer has just started; the heat will also start coming in in another month or so in these areas where we do not have even drinking water. The sanitary conditions are very bad and they are so bad that within a month or two, you will have disease spreading in this area. Let us have a health squad; let us take health measures to see that disease does not come into this area; and along with disease anti-social elements will also raise their heads. People need protection; they have started migrating on their own wherever they can go and whoever can go. But, what about their property? What about those people who are left behind? Anti-social elements are in collusion with the people in power there. They should not harm those innocent people of Saurashtra and Kutch region.

SHRI V. S. KRISHNA IYER (Bangalore South): Karnataka has had the misfortune of reeling under very severe scarcity condition for the fourth year in succession. This year, it is the worst in the living memory.

Many members have now realised the seriousness of the scarcity. Already two hon. members, one from Karnataka and one from Kerala have explained about it. Out of 19 districts, 18 districts are affected by drought and out of 23,000 villages, 20,000 villages have been affected by drought. Another unusual phenomenon is that even the Maclnad region, which used to get plenty of rain every year, even that has been affected.

I hope, the Minister for Agriculture knows better. He knows better the severity of the drought condition in Karnataka because on the 14th of January, the hon. Minister air dashed to Karnataka; and he

visited some of the drought affected districts and also discussed with officials, opposition leaders and the Ministers. But what is required is the result of his visit? We have yet to see what the result is going to be? Of course, the central study team, which was expected, would visit there soon; came very recently only on the 24th of last month.

It must be said to the credit of the Government of Karnataka, that government has taken up this challenge with courage and confidence, and they are doing all that is necessary on a very gigantic scale to give relief to all the affected people. The House may be surprised to know that the Government of Karnataka has been spending at the rate of Rs. 1 crore every day just to provide jobs to every one in the affected area;

The thrust of relief measures has been to give employment to all those who are in need of it and supplying fodder to cattle. One crore of cattle have been affected. The Government of Karnataka have built about one hundred cattle sheds, each shed containing one thousand cattle population.

The Karnataka Government has also taken steps to provide drinking water to all the areas where drinking water is needed.

As I have already said, this is the fourth year in succession that the State is facing a drought! What should we do if the Central Government does not come to the rescue of the State Government and who else will help the State Government?

Some of the hon. Members were saying that these calamities should be treated as national calamities, whether it is in Bihar or Rajasthan. We want them to be treated as national calamities, wherever they occur. Our country is one. For administrative convenience the country is divided into several States, but in these respects like natural calamities the Central Government has to come to the rescue of the State Governments.

One more point, Sir. I will be very very brief. For the past four years, since 1983, the State of Karnataka has been

facing a drought situation and the central assistance sought by the State Government has been nearly Rs. 858.50 crores and the ceiling fixed so far by the Central Government for all the four years is Rs. 162.50 crores and the actual amount paid so far is Rs. 90.86 crores. As you stated correctly, the assistance has been only of the order of ten per cent. What should the States do? You can very well imagine the plight of the State, when for the fourth year in succession not a drop of water is there in many districts. The loss in terms of money for the Karnataka State is to the tune of Rs. 2,000 crores, because of loss in the production of crops, industrial production, loss of revenue loans, etc. How can any State Government—even the most prosperous State Government cannot—survive in a situation? So, I would earnestly request the hon. Minister of Agriculture, who has recently visited the State and to consider the memorandum submitted, by the State Government in December 1985 asking for Rs. 271 crores and further, after the central study team visited the State, the State had requested for an additional assistance of Rs. 77 crores. That is to say, this year alone, the State Government has requested for an assistance of Rs. 348 crores. This assistance, as one Member had suggested, should be a grant. I would also request the Minister for Agriculture that he may kindly note it that the Eighth Finance Commission has specifically stated that when a State has been reeling under famine or drought for the last three or four years continuously more assistance should be liberally given. The assistance should be—whatever is given—a grant, not to be adjusted in the Plan assistance, or marginal money. It should be given as a grant. The State Government plans have suffered a set-back because the assistance for drought is adjusted towards plan expenditure. This is my earnest request and I also urge that the State Government should be given an immediate assistance of sum of Rs. 50 crores. I am sure, the hon. Minister will realise the plight of our State and the Central Government will come to our rescue and release at least Rs. 50 crores immediately.

Lastly, this sort of drought occurs every year and some permanent solution is

absolutely necessary. I have been a legislator, for the past sixteen years, and we have been discussing the matter in the legislatures also. I suggest that an expert committee may be appointed at the national level to find solution. There should be a national water grid. That is a must. We should pursue projects like the Ganga-Cauvery link or the Garland Canal etc. There are so many other schemes also which have to be pursued.

MR. CHAIRMAN : Shri Ram Pyare Panika.

[Translation]

SHRI RAM PYARE PANIKA (Robertsganj) : Mr. Chairman, Sir, I would not like to repeat what my colleagues have said at length on natural calamities particularly on drought, floods and hailstorms. But, I would certainly like to associate myself with the feelings which they have expressed here.

I would like to draw your attention towards Uttar Pradesh. I recollect that during 1982-83, there was acute drought in the country affecting 33 crore farmers. But, Uttar Pradesh was not provided assistance even of a single paise on technical grounds. The Central Government is, perhaps, going to formulate a model memoranda. They may do so but they should keep in view those States which have not received any assistance during the last, 3-4 years on technical grounds. This year Uttar Pradesh had demanded Rs. 553.53 crore to meet the drought situation. You will be surprised and sorry to know that Uttar Pradesh has been ravaged by the floods also. The new Chief Minister of the State, Shri Veer Bhadur Singh, had just assumed office but he dealt with the situation with great courage and determination. But due to constraints of resources, the farmers and the poor had not received adequate relief. As against our demand for Rs. 1273.87 crore, we have received only Rs. 128.27 crore which is entirely inadequate. Uttar Pradesh is a large State and one fifth of the total population of the entire country lives here. 47 districts out of 57 districts of the State have been badly affected by floods. We do not ask for more assistance to meet



[Shri Ram Pyare Panika]

the situation but what other States are getting, Uttar Pradesh should also receive.

Besides, schemes should be drawn up on permanent basis under D.P.A.P. to deal with the drought situation. One part of Mirzapur district, which I represent, is affected by floods while the other parts is affected by drought and sometimes our region is affected by hailstorms also. Thus, the situation there always remains bad. A number of schemes have been drawn up in this connection. Under D.P.A.P. Schemes for irrigation, particularly for tubewells & lift irrigation, were formulated for some blocks. Moreover, the State Government had submitted a number of schemes for hilly blocks some years back including sidhara-ghat project and three other projects for banks of river Ganga, but no money has been released for the same by the Centre till now. The Janata Party Government had excluded some blocks from D.P.A.P. But, now Marihan, Lalganj and 3-4 other blocks should be included in D.P.A.P and the problems we are facing should be solved. Moreover, a number of schemes in regard to drought have also been submitted. A lift canal scheme for Murenadih and Kusuma Scheme have also been submitted. Prompt action should be taken to fight drought. Long term measures and short term measures will have to be taken to ward off such calamities. Government should implement the suggestions pertaining to the long term schemes. In our region, 34 barrages were constructed. The land of the farmers was acquired but command area could not be developed due to constraint of resources. The need of the hour is that all the projects in the whole country, on which work is in progress for the last 8 to 10 years are completed. I am very grateful to the Prime Minister, Shri Rajiv Gandhi, for his visit to the tribal areas. A number of schemes have been launched in different States to sell wheat and rice at Rs. 1.50 per kg. to the poor. We want that this scheme should be expanded further and implemented in those areas which have been affected by drought whether they are in Rajasthan, Gujarat, Madhya Pradesh, Karnataka or in any other State. It should be ensured that wheat and rice are sold at this rate in

States which have been affected by floods and other natural calamities.

Recently, I had visited four tehsils of my district. There are 3-4 points in regard to that. Fifty per cent of the schemes for drinking water have not been implemented due to the non-availability of resources from the Central Government. The tribals are unable to make use of such schemes because of these small defects.

Secondly, the problem of drinking water is before us since 1972. It is a coincidence that the Government has given top-priority to it now in the Seventh Five Year Plan. I would request the Central Government that they should give maximum assistance to the States and ask them to complete the schemes by formulating time-bound programmes.

Thirdly, in Madhya Pradesh water is not available even at the depth of 300 to 400 ft. Apart from Barmer in Rajasthan, the situation, particularly of Jhabua in Madhya Pradesh is also very grim. Similar is the condition prevailing in a number of districts in Karnataka and Orissa. So, for drinking water, it is necessary to make available deep-boring machines, which are becoming very popular, for the benefit of the people.

Fourthly, I would like to draw your attention towards the public distribution system in all these areas which is not working properly in the States. Kerosene oil, rationed commodities and items of daily consumption are not available. The Central Government must monitor the distribution system. I recall that the late Prime Minister Shrimati Indira Gandhi, had given a 12-point programme but it is not being implemented by any State. The hon. Agriculture Minister should ensure that it is implemented fully. The Government should give maximum assistance to the States to meet the challenge of floods, drought and hailstorms.

With these words, I conclude and thank you for giving me an opportunity to speak.

[English]

**SHRI JAGANNATH PATTNAIK** (Kalahandi) : Mr. Chairman, Sir, I am the only Member participating from the State which is always under the grip of natural calamities. that is, Orissa. Also, I am the representative of a constituency which has become an important national event nowadays in the national press, that is, Kalahandi. One of my friends from those benches has commented about the starvation death, without any basis, without any authentic information. So, I appeal that while dealing with human problems, we should not comment anything which is based on political motivation.

Simultaneously, I want to draw your attention to the district of Kalahandi in a national perspective because there is a greater need today to evolve a strategy and an operational approach for the elimination of poverty and eradication of regional imbalances, and for this I appeal that Orissa should be the laboratory and should be treated as a special category State, unlike Assam and Jammu & Kashmir. Kalahandi should be the national laboratory to eradicate poverty. It is a challenge for the whole Government and for the whole nation.

There are many historical reasons for poverty in that area. The progress of literacy, the progress of development was ushered in that area only with the concept of five-year planning of Congress under the dynamic leadership of Pandit Jawahar Lal Nehru. After that, Mrs. Indira Gandhi, out of sympathy, out of sorrow visited that district when there was a drought in 1966, and by virtue of her deeds, she is today regarded as the mother among those poor people. Now our hon. Prime Minister, Shri Rajiv Gandhi has also visited that area and after his visit he himself has appointed a committee which is monitoring the progress, not only of Kalahandi but also of all those hilly districts which are inhabited by Scheduled Castes and Scheduled Tribes, and which are drought-prone areas. Although many development programmes are going on there, but in spite of all these efforts the area is not able to develop. It cannot

march forward unless there is improvement in the spheres of communication, irrigation and electrification, which is much below the national average and for which adequate Central assistance is needed.

I appeal to the Government that there should be area planning and micro-level district planning in all these districts. I feel that we should not go into the argument what is a State subject and what is a Central subject. But we should make all-round efforts. There should be micro level planning with adequate and liberal assistance for the all-round development of Kalahandi district. I would like to draw the attention of the Government to the need for declaring the drought period for the whole year and not merely from cessation of the rain to the normal period of the crop. All the year round should be declared as drought-affected. You should declare emergency so that no economic activity takes place outside the Government apparatus. Assured work and assured wage for the whole year should be ensured. Marketing network and assured credit should be assured to these people. There should be a complete ban on commercial utilisation of forests except for irrigation projects. Otherwise these areas will not be developed. All water resources should be tapped. There should be dry farming development with utilisation of modern technology. Drought resistance seeds should be adopted. Government insurance scheme should be implemented. There should be more allocation for promoting dry-land farming, soil moisture conservation, afforestation, livestock development under DPAP programme. All these programmes should be there. Small and marginal assistance programme should be given more importance.

My last point is this. There should not be any distinction in giving of Central assistance between drought, flood, hailstorm fire and earthquake. Central Assistance should be given 100% as Non-Plan Grant. The entire expenditure of the natural calamity should be of the Centre. The Planning Commission has suggested that in case of States which have had drought for more than 4 or 5 successive

[Shri Jagannath Pattnaik]

years, the entire assistance should be considered for being given as a Grant. Cooping this in view, the entire Central assistance now provided for the State of Orissa should be converted into 100% grant. My last point is this. There is a Supplementary Memorandum from our State for the last year's flood which is amounting to Rs. 88 crores. There is a Monitoring Committee appointed by the Ministry of Agriculture which should go to Orissa immediately and recommend Central assistance. I appeal to the Government to have a special outlook in all these matters. There should be district level area planning with adequate and liberal Central assistance for a district like Kalahandi so that this district can achieve national progress. With these words I conclude.

[*Translation*]

**SHRI VIRDI CHANDER JAIN** (Barmer): Chairman, Sir, Rajasthan is the worst drought-affected State in the country and my constituency Barmer is the worst drought-affected area in Rajasthan. The Thar desert lies in Barmer and Jaisalmer. There is acute shortage of drinking water. Famine conditions in that region have been prevailing for the last five years. There has been no production of foodgrains in that part of Rajasthan. The present famine situation is the worst in this century. The Rajasthan Government as well as the Central Government are giving us assistance in this hour of crisis. But it is too inadequate.

The Rajasthan Government had asked for assistance for Rs. 580 crore—Rs. 350 crore for famine relief works, Rs. 50 crore for animal husbandry, Rs. 20 crore for nutritional programme and Rs. 74 crore for the provision of drinking water. The Central Government have sanctioned only Rs. 98.65 crore as against the demanded assistance of Rs. 580 crore. Out of this sanctioned amount, we have received only 48.7 crore. For providing drinking water, we have been given Rs. 36.23 crore as against our demand of Rs. 74 crore. We have received wheat worth Rs. 47 crore under N.R.E.P.

What I want to say is that in Rajasthan, out of 27 districts, 26 have been affected by famine. Two crore and ten lakh people and three crore cattle heads in 26855 of the total 33,000 villages have been affected by the famine. The Government have started famine relief works. In Barmer district 25000 labourers and in Jaisalmer district, 60 thousand labourers are engaged in the relief works. I have come to know that in Rajasthan a total of 5 lakh labourers are engaged in relief works whereas 2 crore 10 lakh people have been affected by the famine. In other words, only 2.5 per cent people have got relief in the form of wages. A condition has been imposed that only one person from a family will be engaged on work whether the number of family is 10 or 15 or 5 This condition has affected many people and there is discontentment among them on this score. Besides this, a condition has also been imposed that no relief work will be undertaken in the 50 Km.1 area of the canal area whereas no departmental work is going on in the canal area. What I mean to say is that there is need to open more relief works. If 2.10 crore people have been affected by the famine, then 20 lakh people should be given jobs in famine relief works. The State Government have provided fodder for 3 crore cattle heads and the Centre has also given assistance in this respect. But only a sum of Rs. 3.69 crore has been sanctioned for fodder. In the districts of Barmer and Jaisalmer including my constituency, the number of milk cattle like cows is 5 lakh. If fodder is arranged for them then for Barmer, Jaisalmer and for my constituency only about Rs. 6 crore will be required whereas for the entire Rajasthan a sum of Rs. 3.69 crore has been provided. I think that demand made for Rs. 50 crore is a very genuine demand.

Similarly, we requested the Central Government to provide Rs. 300 crore for employing 20 lakh persons. You have not treated famine on the same footing as floods. These are single-crop areas and in famine, people suffer from ailments & die. Cattle-heads also perish in thousands. Even then you provide assistance under advance plan. When you provide assistance under

advance plan, then the entire assistance given to Rajasthan is utilised in these areas. Construction of roads under the advance plan is undertaken in these areas. This causes dissatisfaction and people from other areas demand that eastern-region in Rajasthan should be separated from the State. Therefore, I request that for that area special help should be provided. In the reports of the Seventh and Eighth Finance Commissions, it has been clearly stated that if the famine has been occurring continuously for 4 years or 5 years—and Rajasthan has been in the grip of famine for the last 8 to 10 years, Barmer and Jaisalmer districts have been facing famine for the last 9 years—cent per cent assistance should be provided to the affected State. Therefore, we should be provided cent per cent assistance. If you do not do this, then we should be provided assistance under non-plan, by treating famine and floods at par and as in the case of floods, 75 per cent relief should be provided for famine also.

Secondly, at present recoveries are being made. Under the cooperative loans scheme, short-term loans have been converted into mid-term loans but mid-term loans have also become due. Either these should be converted into long-term loans or otherwise these should be rescheduled because the cooperatives are recovering the loans even in this situation. Similar is the case with commercial loans. The commercial loans given to weaker sections are being recovered. The loans are also given to the people who live below the poverty line. They are also given loans under I.R.D.P. These loans are also being recovered. These should not be recovered in this way. If these loans are recovered during famine, the consequences will be dangerous. The fields are being auctioned. It is necessary to stop such recoveries. The Government of Rajasthan is trying to deal with famine but unless the Central Government provides special assistance. The State Government will not be able to face the national calamity. I request that famine relief works should be undertaken, special relief given for cattle because economic life depends on them. In this way our area should be saved from the calamity of famine. With these words I conclude.

SHRI RAMASHRAY PRASAD SINGH (Jahanabad) : Mr. Chairman, Sir, the subject we are discussing relates to the whole of India, be it Andhra Pradesh, Madhya Pradesh, Rajasthan or Bihar. This problem is a continuous one. Every year we discuss this problem in this House and leave the matter there. Our Government also, after expressing its views on the points raised, goes to slumber. Why has this problem become perennial? 70 per cent of the people earn their livelihood by cultivation. Today the cultivation is in such a state that many people are not in a position to do it. In such a vast country, there are floods, drought, hail-storms and other natural calamities at different places. Because of this, about ten thousand families of the marginal farmers go below the line of poverty every year. On the one hand, we talk of bringing the people above the poverty line and, on the other, people are going fast below this line. If this process continues, then people could not be brought above the line of poverty. In our area, Jahanabad, in Bihar there has been continuous drought. Across the Ganga, people in Madhubani, Champaran, Darbhanga and Motihari are facing the problem of floods every year. We belong to South Bihar where there are constant floods or drought. Last year, not even a grain could be grown in Kurthat Karpi, Jahanabad of Gaya district and Masori division of Patna district. Relief work has also not been started there. I want that such a project should be started as a national project. The two schemes sent by Bihar have been pending with the Central Government for the last 10 to 15 years. One is Mohane dam project and the other is Punpun Dargha project. We had informed the hon. Minister and the hon. Prime Minister also about these projects. Mohane dam project has been pending since 1975 and the second, Punpun Dargha project has been lying with the Centre since 1980. No decision has been taken about them. Had they been finalised and included in the Seventh Five Year Plan and funds allocated for them, the problem of floods and droughts in Gaya, Patna, Hazaribagh and Nalanda districts would have been solved for ever. In Punpun division every year floods occur.

[Shri Ramashray Prasad]

The Central Government should immediately give sanction for construction of embankments on Punpun river and Phalgu river so that work on these schemes could be started. Both these schemes have been pending here for quite a long time and the Central Government has not so far considered them. If the Central Government sanctions both these schemes, and allocates funds to save the people from the floods of Punpun and Phalgu, the people will get a big relief and they will be saved from the ravages of floods for ever & the Government will not have to spend crores of rupees every year on relief works. Not only this, appropriate arrangements for irrigation will also be made and this problem will also be solved.

But this Government and its policies are anti-farmer, anti-worker and this is the glaring example. Had this Government been not anti-farmer and anti-worker, it would not have kept pending the schemes relating to agriculture for so many years and would have given thought to the fact that every year innumerable families of the farmers are ruined and irreparable loss of life and property takes place. The farmers have been driven to the brink of starvation. That is why I say that this Government is not the protector of the interests of the farmers and workers.

In the Asian Continent, China is the biggest country. There also floods and drought had become a regular feature and Government there did not pay full attention to it. The result was that the people overthrew the Government, the farmers and the workers buried that Government and a new Government came to power. The new Government paid full attention and solved the problems of floods and drought once for all. Therefore, our Government too should bear it in mind that the farmers and the workers of this country would not tolerate this Government for long. On the one hand, there are the problems of famine and drought and on the other, the condition of the farmers and workers is going from bad to worse. I, therefore, once again request that sanction for Punpun Dargha Project

and Mohane dam project should be given immediately and work entrusted to the Bihar Government after allocating the funds so that the problem is solved and proper arrangements are made for providing irrigation facilities.

**SHRI MANOJ PANDEY (Betta) :** Mr. Chairman, Sir, I come from North Bihar where we have the biggest legacy of natural calamity in the shape of floods. Regarding floods, I had raised many points during the last session also and had seen the hon. Minister in connection with the problems of Bihar.

The flood problem can be broadly divided into three parts—pre-flood period, and post-flood period. If we go by this classification, then the maximum work should be done before occurrence of floods and that is of taking anti-erosion measures. Where floods come due to erosion, anti-erosion measures should be taken. There are programmes like R.L.E.G.P. or N.R.E.P. under which there is provision for afforestation. There are different types of plans through which we can prevent erosion with afforestation. I request that such areas should be identified which are affected by erosion and where floods are caused by erosion. Afforestation programmes should be implemented speedily in those areas.

Secondly, I want to say something about protective Bunds, though it is not directly connected with the Agriculture Ministry. Unfortunately, these Bunds constructed in our area during floods are destroyed within a year or two and are washed away by flood water. Therefore, no permanent solution has been possible.

Thirdly, so far as the question of constructing small dams and reservoirs is concerned, I would like to say something with special reference to North Bihar where up-stream rivers like Budhi Gandak, Bhagmati, Kosi and Kamla-Balan flooded every year.

21.00 hrs.

Sir, to our north is Nepal and all rivers originate from Nepal. When there is heavy rain in the catchment areas, floods

are bound to occur. Therefore, Sir, I want to say that small reservoirs should be constructed in upper regions for storage of water which can be utilised for irrigation or generation of hydel power. This can be done in some of our areas adjacent to Nepal.

Sir, we can do one thing more during pre-flood period, i.e. to construct mini-dams. By doing so, we can decentralise the irrigation system which at present is centralised. Thus, we can have a separate irrigation system for each Panchayat. Not only that we can also have a separate power supply system through these dams for each Panchayat.

Sir, another point which I want to raise is in connection with the funds being released for relief operations. Last time also, I had requested the hon. Minister that the mode of this relief should be changed. In response to my query whether the hon. Minister has received any request for assistance from Bihar Government, he had replied in the negative. When I asked from the State Government in this regard, I came to know that out of the marginal money given by the Central Government, about Rs. 17 crores had already been spent by them during floods, but due to non-availability of vouchers for that amount, the State Government could not submit certificates for that amount and as a result of that more funds could not be made available to them. The hon. Minister is, perhaps, aware that Bihar Government has since submitted the certificates. Therefore, I would request that more funds should be allocated to Bihar Government soon under this scheme as they are badly needed in the State.

Sir, there is urgent need for a drainage scheme. Embankments are also necessary. This work can be completed by financing it under R.L.E.G.P. Apart from this, a Flood Area Development Programme should also be prepared so that more funds could be allocated for minor flood protection schemes and drainage scheme so as to provide a separate flood protection and drainage scheme for each Panchayat so that the Panchayats also prosper.

Sir, the foremost task during the post-

flood period is rehabilitation. Very little work has been done in the matter of rehabilitation in Bihar. Mr. Chairman, Sir, through you, I want to submit that we should have 'flood houses' in Bihar also on the lines of Andhra Pradesh and some other States which have their own flood houses. These flood houses have been constructed at places far away from the flooded areas so that the people could be sent to those 'flood houses' during floods, where they can live upto 4—6 months. Such a scheme has not been formulated in Bihar so far. I would request you, Sir, that if such a scheme is submitted by the Bihar Government to the Centre, it should be given immediate approval and more funds should be allocated for this purpose.

Sir, another point which I want to make is about soil conservation. It has shown no results in our State. Government have taken a number of steps for soil conservation, but these steps have not yielded any results in Bihar. Therefore, I would request the hon. Minister that he should extend maximum assistance in the matter of soil conservation to the Bihar Government.

We have a tributary named 'Masaan' is our area and there was a very old scheme to construct a dam there. Although this subject is not concerned with Agriculture Ministry, yet I would mention that with the construction of Masaan Dam, the quantity of water in the Budhi Gandak would be reduced by 40 per cent and as such it would give protection from floods. I would request the hon. Minister to extend his cooperation in the completion of this dam. I thank you for giving me an opportunity to speak.

SHRI RAMESHWAR NEEKHRA (Hoshangabad) : Mr. Chairman, Sir, many members have already spoken on natural calamities and have covered many aspects. Therefore, I do not want to take much time.

The hon. Member who spoke before me and is sitting opposite mixed politics with natural calamities and it appeared to me that he was trying to make political

[Shri Rameshwar Neekhra]

capital out of it and shedding crocodile tears. He would neither help the people nor himself nor could he get any relief for them. He had said that whenever such a calamity befell, he draw the attention of the Government and that natural calamities were being discussed every year whatever we said fell on deaf ears of the Government.

I want to point out that Government is not complacent. Keeping in view the Was-tness of the country and limited resources, the Government try to do more than what is possible and as a result of that, today our farmers are able to face the natural calamities and prepare themselves afresh for the next year. I am of the view that the Government is not inactive. But such Members do wait and pray to God to send another natural calamity so that they may get a chance to speak on it again in Parliament and keep themselves busy. It appears that they do not go deep into the problem on which they speak nor do they try to see what Government does. Instead they indulge in politics. He had said that Government's policy is anti-farmer. But the way people used to die of starvation before 1947 and famine used to hit...

AN HON. MEMBER : The hon. Minister will give this explanation, why is he doing that.

SHRI RAMESHWAR NEEKHRA :

Sir, I am saying so because I have also heard of it. I am a member of the same party which has contributed to the progress and development of this country. Had the policy of Government been anti-farmer, Babu Jagjivan Ram would not have written in his autobiography that there was a time when he went to other countries, but people there did not want to meet him. He used to beg for wheat and they very cleverly used to give red wheat to our country which was not worth eating ?

Today, the situation has changed to such an extent that when Shri Buta Singh ji goes abroad, he takes pride in saying that we are supplying wheat to African countries and exporting wheat to other countries

also. There is no starvation in our country and we have plenty of foodgrains.

I did not want to bring politics into it, but since he had spoken like that, I also wanted to reply to him.

Mr. Chairman, Sir, I do not want to make a speech on such natural calamities, but at the same time I would like to draw your attention to the distress in Madhya Pradesh in the wake of successive natural calamities since 1984, such as, drought, hailstorm, frost and attack of caterpillars.

Again, there was drought in 1984-85 followed by excessive rains and floods. As it was not enough, the State was hit by forest and caterpillars and thus the farmers were left with nothing. The situation now is that almost all districts of the State have been hit. You will be surprised to know that out of a total of 289 Tehsils in the State, 185 have been hit by hailstorm. Over 28,000 villages have been badly affected and 35 lakh acres of land is in the grip of crisis. Due to caterpillar menace, frost, hail and cold wave there was damage to the tune of Rs. 150 crores in Madhya Pradesh. The hails which damaged over 35,000 houses weighed upto half a kilogram each.

21.10 hrs.

[SHRIMATI BASAVARAJASWARI  
in the Chair]

All the houses have been damaged. More than 5,000 heads of cattle and 20,000 persons have died. According to the State Government estimate, the damage is to the tune of more than Rs. 150 crores. Nothing can be more unfortunate for the country than the fact that politicians should bake their cakes in the fire of farmers' misery and thus make political capital out of it. I would request the hon. Minister to pay special attention to Madhya Pradesh. One hon. Member was asking why most of the Members from Madhya Pradesh are being allowed to speak. I would, therefore, remind him that it is so because the State is worst affected by famine and other natural calamities. I thank the Chief Minister of

Madhya Pradesh, through this House, for mobilising all available resources to provide relief immediately. He issued orders to write off interest on cooperative loans and helped in all possible manner. But the hon. Minister might be aware that there is a limit to provide relief, as the resources of the State Government are limited. We have been able to withstand this setback but we are unable to march ahead on the path of progress. I, therefore, urge upon the Central Government to send a study team immediately to the affected areas and pending its report, let the Centre allocate funds according to the demands made by the State on the basis of this findings of its own study team.

The Central Government should immediately implement the long-term schemes as suggested by Smt. Usha ji. Last year, Crop Insurance Scheme was introduced in some districts and I request that it should be extended to all the districts. As a previous speaker has rightly pointed out, in spite of the use of pesticides the caterpillars were not entirely destroyed. I would also request Government to take strict action against the officials and punish the guilty so that such things do not recur in future.

With these words, I thank you and request that maximum relief should be extended to our farmers.

**SHRI BALASAHEB VIKHE PATIL** (Kopargaon): Mr. Chairman, Sir, I thank you for giving me an opportunity to speak. The area I represent is historically a drought-prone area. I come from Ahmednagar. You are aware that that district is always in the grip of famine. Some people are under the impression that Maharashtra is not generally affected by drought, but I would like to point out that one third part of that State is always affected by it. 14 out of the 29 districts are historically drought-prone. Presently, 21 districts in the State are seriously affected by famine. Over 1,50,000 people are famine stricken. 12,000 villages of the State are facing acute drinking water problem. The Maharashtra Government has pressed into service 300 rigs for drinking water. Even at the depth of 300 ft.,

potable water is not available. More than 11000 villages are famine-stricken. After 15 days drinking water will not be available in over 20,000 villages out of the 40,000 villages in the State. Out of the total plan outlay of the State, over Rs. 80 crores have been spent on drinking water supply. The plan provision for EGS was Rs. 80 crore and the Government has already spent Rs. 70 crores on this account. Over 1,50,000 people are still working in my constituency in the name of relief work. Out of the 6,00,000 workers working throughout the State, 1,50,000 are working in Ahmednagar alone. About 5,50,000 workers were engaged during the 1972 drought and today their number has increased. At present 4,00,000 to 4,50,000 workers are engaged in border districts of Maharashtra in relief work. There has been famine in four districts of my constituency for the last four years and there is acute scarcity of water at many places. There are no arrangements for irrigation. I, therefore, request you to at least make some provision for drinking water supply. I would like to point out that water is being sold for Rs. 2 per bucket in Pathsi Shivgaon in Tehsil Shirampur. Water is brought through tankers from a distance of at least 10 to 15 Kms. Diseases spread as a result of impurities in the water. I request the Government to provide medicines in large quantities to check the spread of diseases. Besides, there is need to review the guidelines issued about the scarcity because famine has become a regular feature in the area for the last two to four years. Therefore, there is need to provide more facilities to the State to tide over the situation. The farmers have not been able to sow crops as a result of drought and consequently the farmers are migrating from the villages. Where will they go? If they migrate to cities they shall have to live in slums and Government will not be able to provide employment to all of them. 200 villages in Maharashtra are facing acute water scarcity. I would urge upon the Centre to provide maximum assistance to the drought and famine affected areas under the new water management policy. It is necessary to change the norms.

I would like to point out that the Central Government had sanctioned merely



[Shri Balasaheb Vikhe Patil]

Rs. 7 crore for drinking water supply while the State Government has already spent Rs. 80 crore on this account and by the end of March, the expenditure on this account is expected to reach Rs. 125 crore mark. Therefore, I request the Government to pay more attention and make sufficient provision for it. Besides, we have come to learn that the Centre has allocated Rs. 52 crore for employment schemes, though Rs. 200 crore will be spent on this account. Under these circumstances great injustice has been done to Maharashtra. I request the Government to raise this amount so that the people get some relief.

In the end, I would like to make a submission regarding credit facility. I demand that a Drought Commission be set up at the national level. Central Team visits the drought-affected areas and submits its report. There will be no need for it. A permanent plan in this regard can be drawn up. Besides, I would like to submit that there should be a separate credit system for drought-prone areas. The loans of farmers are converted into medium-term loans because of continuous famine for four years. Due to incessant famine, the farmer is not able to make payment of recovery. In case of a single default, complete recovery is made in lump sum. How will he be able to mobilise resources under such circumstances? I therefore, request the Government to formulate a separate credit policy in respect of drought-prone areas. Till then, the farmers can not be helped. If you wish to help the farmers in the real sense, then long-term credit facility should be provided to them. Otherwise what happens is that their household articles and oil engines are auctioned to recover the debts. Besides, there should also be compulsory crop insurance scheme for the drought-prone areas, so that, at least the farmer is saved from being ruined and is not forced to leave his village. I would like to reiterate that at present one third of Maharashtra is famine-stricken.

In the end, I would say that those persons who have cows and buffaloes and sell milk, should also be provided loans.

The recovery of that loan, which has been provided to the owners of cows and buffaloes, should be made at a later date. Under the new scheme, loan has been provided to those farmers and workers who deal in the sale of milk. They should be given assistance to procure fertilisers.

With these words, I would request that Maharashtra Government should be allotted maximum fund, as demanded by them.

SHRI JANAK RAJ GUPTA (Jammu):  
Madam Chairman, in this session of Parliament, some colleagues have raised the issue of damages caused by the natural calamities. I would say that not a year passes when such a damage is not caused. The hon. Member, who preceded me, had suggested that the Government should formulate a programme to check such calamities. I think these calamities can not be prevented altogether but these can, of course, be minimised. It is issue that inspite of spending a lot of money every year on the measures to meet the situation, neither the farmer gets relief nor any solution is found out. Our hon. Ministers, S. Buta Singh and Shri Makwana Ji are very competent and courageous. If they take initiative then a lot can be done in this direction.

Sir, hon. Minister, S. Buta Singh Ji has visited almost every village of my constituency and he knows that there are hill areas as well as plains in that State. Crops could not be sown this year due to erratic rains and snowfall in some areas resulting in heavy losses. In Jammu and Kashmir State, the conditions from Jammu to Ladakh are such that the people are finding it difficult to earn their living. They are left with no source of income. There are no project or industry in that area so that people may earn a living. I would request that the Government should give maximum relief to the people of hilly areas, Poonch, Rajori, Kishtwar, Leh and Kashmir Valley and other areas. Except maize and pulses nothing is grown in the hilly areas. Even these have been damaged due to the rains. So the Government should be directed to supply wheat, rice and maize etc. at cheaper rates to the

farmers who have suffered heavy losses so as to provide them some relief.

I would like to suggest that the recovery of all types of loans, whether these are cooperative loans or loans given for purchasing fertilisers etc., should be waived in these areas where crops have been damaged. I would like to make one more request about the hilly areas. There is no doubt that foodgrains and other kinds of relief are provided to the people of hilly areas where such damages take place. But it would be better if permanent solution is found out to meet such situations by setting up industries etc in these areas. These hap-less people live in border areas, in hilly areas and in the plains. When they are affected by such calamities, even fodder is not available to the cattle. These areas should be given priority.

With these words, I hope that Government will provide maximum relief to the people in these areas liberally.

[English]

DR. V. VENKATESH (Kolar) : Madam Chairman, today we are discussing a very serious problem facing our country. To tell you frankly, the people in the rural areas are very much affected particularly by the drought which is a recurrent phenomenon in our country. Natural calamities like drought, flood etc. are occurring in different parts of the country every year. While one part of the country suffers for want of water, the other area is in trouble because of floods and many people die. Still somewhere else in between, other natural calamities are taking the lives of the rural people.

In fact, a systematic study of the rainfall in this country would indicate that there is a cycle for every ten years. If in a particular part, there is more rainfall now, in the same area there would be severe drought conditions after ten years. Why has the Government not come forward with some concrete proposals to overcome this sort of natural calamities on permanent basis ?

The Government should be very serious about this matter as the rural people

are very much affected. As we know, about eighty per cent of our people are living in the rural areas. The measures being taken by the Government are only temporary measures. For years together, the Government has been coming forward with relief measures to meet the current situation, but no work has been done to find a permanent solution. What is this ? Are they not aware of the real situation ? Throughout the country, there is either the drought, flood or any other natural calamity in different parts. But the Government is not coming forward with any concrete proposals. We have got old laws in this country as far as the famine is concerned. Why have they not come forward with a legislation for proper implementation of these measures ? Some long range plan is required in this country very urgently. Not only that, in the planning system also there must be a provision for these calamities, like floods, droughts etc. There must be a special provision to overcome these natural calamities.

So huge amount of money they have been spending only for a temporary relief. What is this ? The Government's money they are spending, without proper plan on this relief work. Why this Government is keeping quiet ? There are lot of resources which can be made use of to overcome this drought situation and also the flood situation. The rivers are overflowing in one part of the country and in the other part of the country, there is not even a drop of water. That is the condition. We can link these South Indian rivers with the North Indian rivers. Already some hon. Members have suggested here that linkage of rivers from North to the South and from West to East should be considered thereby we can get permanent relief from the floods as well as the droughts. By means of this, water supply for both drinking purposes and also for irrigation purposes can be served. In addition to this, employment to the rural people can also be given, particularly, who are completely depending on the farming. By means of this, about 80 per cent people of our country will be largely benefited. The hon. Members have also stressed upon the generation of electricity. Due to floods and droughts, the resources for

[Dr. V. Venkatesh]

generation of electricity is not at all there, and the losses incurred by the country is very high.

We can improve inland water transport system by linking these major river systems. I do not know why the Government is sleeping on this issue for a long time. I want the Government should come forward to have more dry land farming systems in this country. In the drought prone areas, there are certain districts particularly in our country, which are completely dependent upon rainfall and they don't have any river also. When in such a condition why is not the Government coming forward to establish industries? I am talking about my constituency—Kolar—which is chronically affected by these natural calamities for centuries now. There is not a single river running there. So why the Government is not coming forward to establish certain industries so that the rural people can earn their bread? That is my point. As far as Karnataka is concerned, the other hon. Members have already expressed their Viewpoints. Successively for the last for years, we have been suffering a lot. You know pretty well, very recently the hon. Minister had visited Karnataka. We visited only few places and that too for few hours only. How can he assess the situation? Then, afterwards, he had sent a team also. I want to tell you Madam, that the team has travelled throughout the State. I came to know that the leader of the team was mentally affected due to the seriousness of the situation in Karnataka. I came to know that he has been already admitted in the hospital. In those conditions, the humanitarian consideration is very much required. The Government even after sending the team to Karnataka, so far have not yet released any funds. You know pretty well that, everyday, we are spending Rs. 1 crore for relief work in Karnataka.

As far the cattle wealth is concerned, it is a most important wealth of the nation which are dying without proper fodder, without proper drinking water. Once the cattle wealth is lost, it is very difficult for a farmer to regain it. It may take 10 to

15 years to regain it. So, he is mainly dependent upon the cattle wealth. Once it is lost, neither Government nor any body in this world can provide the farmer alternative cattle. Therefore, it is a very serious matter. The cattle feed and cattle camps have already been started in Karnataka and they are doing a lot of work in order to preserve the cattle wealth. The Government should come forward immediately to release at least Rs. 100 crores, particularly for Karnataka alone. I don't know why they are waiting for so long.

As far as drinking water policy is concerned, I want to give you one more suggestion. The hon. Minister should consider the nationalisation of irrigation system because one State will come forward with one proposal and the other State will come forward with other proposal, say in regard to irrigation facilities. Therefore, this Government should come forward and take up this irrigation system as well as the forests. Deforestation is every where going on. The policies of the different Governments differ from State to State.

Therefore, the Government of India should come forward with a common code for controlling this deforestation.

[Translation]

SHRI PRATAP BHANU SHARMA (Vidisha) : Madam Chairman, for the last two years, many parts of the country have been facing natural calamities due to the erratic behaviour of monsoon. At first, drought occurred which was followed by flood. Then there was hailstorm and after it the menace of calamities struck. I do not recall whether calamities struck the country before in such a sequence.

The conditions created by the natural calamities are the same everywhere, whether it is Madhya Pradesh, Rajasthan Bihar, Andhra Pradesh or Maharashtra. Here I would like to draw your attention towards Madhya Pradesh where already 12 districts are affected by severe drought. The Centre and the State Government have done a commendable job by providing prompt relief to the farmers, harijans,

adivasis, agricultural labourers and others and creating job opportunities for them. Many relief works have been started in these areas. I am happy to state that relief works have been started promptly in these 13,500 villages which were hit by drought last year. The State Government has spent Rs. 75 crore on the relief works to date. Against this amount, the contribution of the Central Government has been of the order of Rs. 51 crore. The State Government has sought Rs. 53 crore from the Centre so as to continue the relief works like construction of roads, stop-dams, ponds, creating job opportunities etc. upto the end of June. The Madhya Pradesh Government should be provided maximum funds in view of their needs.

So far as hailstorm is concerned, a number of hon. Members have already drawn attention towards it. However, I would say that 9037 villages of 185 tehsils have been hit by hailstorms, 10863 villages of 34 tehsils by frost and cold wave and 7778 villages of 69 tehsils have been affected by the caterpillar menace. Standing crops worth crores of rupees have been damaged due to hailstorm and other natural calamities. The State Government has sought about Rs. 20 crore from the Central Government so as to provide economic assistance to farmers to make good the loss suffered by them, to supply fertilisers or foodgrains and seeds and to provide taccavi to the farmers. The State Government has sanctioned Rs. 7 crore to start relief works in those areas where such works could be started and where prompt assistance could be provided to the affected people. I would like to extend my whole-hearted thanks to the Chief Minister of the State for his having realized the difficulties and hardships of the people and wherever possible he started relief works there and even now these are continuing.

Recently, our Central Government had sent a Central team to the affected areas to make on-the spot study. The hon. Agriculture Minister deserves thanks for it. I understand that the team must have submitted its preliminary report to the Central Government by now. According to a rough estimate, Madhya Pradesh

needs an assistance of Rs. 44-45 crore immediately.

In the end, my speech will remain inconclusive if I do not say anything about Vidisha and Raisen Parliamentary constituency. I would like to bring to the attention of the hon. Agriculture Minister that in Vidisha, 4395 farmers of 219 villages have been hit by hailstorms and out of a total area of 438500 hectares, 31831 hectares land has been affected by the natural calamity. Similarly in Sihore district, 9275 farmers of 309 villages have been hit and a total of 52122 hectares of cultivable land has been affected by natural calamity. In the same way, in my constituency Raisen, 432 villages have been affected by heavy hailstorms. A number of 29956 farmers have suffered loss due to the hailstorms and about 68477 hectares of land has also suffered due to this. I, therefore, would like to intimate the hon. Agriculture Minister that in the entire area damage worth Rs. 4 to 5 crores has been caused.

*(Interruptions)*

SHRI AJAY MUSHRAN : This is nothing. In Madhya Pradesh, much damage has been caused.

*(Interruptions)*

SHRI PRATAP BHANU SHARMA : I am saying about my Vidisha Parliamentary constituency. In Madhya Pradesh, damage worth Rs. 1.25 crore or Rs. 1.50 crore has been caused. We should be allocated maximum funds to meet the situation.

At the last, I would suggest that long-term policies are required to deal with the natural calamities. As Shri Manoj Pandey suggested, we should construct stop dams and small dams under N.R.E.P. and R.L.E.G.P. so as to increase the retention power of water in the water areas. If this is done, we would be able to make available job opportunities there and make best use of water for agricultural purposes.

Sir, similarly regarding crop insurance scheme, I would like to say that in all such areas where the means of irrigation are limited and the farmers grow crop only once in a year, where only 4.5 per cent to 10 per cent irrigation means are available

[Shri Pratap Bhanu Sharma]

and Rabi crop is the main crop and where hailstorms also damage the Rabi crop and where wheat gram, Masoor and Tewara are grown, crop insurance scheme should be enforced so that the farmers' interests are saved and we are able to make available to them the economic assistance in proportion to their losses.

Madam Chairman, I thank you for giving me time to speak.

[English]

SHRI UTTAM RATHOD (Hingoli) : Madam Chairperson, I congratulate Mr. Janga Reddy for raising the discussion on drought and other natural calamities in various parts of the country. I do not know why we call drought and floods as natural calamities? This is not the first time that we have had to face these calamities; we have been facing these calamities all these years. If it is a calamity, this calamity is due to the failure of the planners who could not envisage these things. Is it not a fact that in early 40s when we faced Bengal famine and subsequently after partition when the irrigated area was transferred to Pakistan, we were short of food; we had to import food under PL 480. So, we thought that we must grow more and that is why we speak about the Green Revolution.

In this Book "Emerging from Poverty" Mir. praised us; he congratulated us especially India for the Green Revolution. How is it that a nation who could produce food for itself cannot give water to the people? The country has census after every ten years. The population has doubled after 1947. How is it that you did not give them water? Is it not a failure of the Planning? Who is responsible for this?

We speak of cattle wealth; we depend on cattle because our farming depends on them. We need milk; that also we get from them. Not only that, even for composed manure, we require cow dung. Don't forget that? We cannot feed our cattle. We do not have fodder banks.

How is that? What is wrong with our planning that must be looked into today?

We think of having major projects. All right. Today, when Mr. Daga asked a question, the hon. Minister, Shri B. Shankaranand said that the original cost of 108 major projects was Rs. 3,400 odd crores and now the estimated cost is Rs. 16,000 crores. Is that the way we conduct ourselves? Is that the way we plan and execute our plans? If there is something wrong, then, I think, we must correct our steps; we must plan properly and then go ahead. Can we not have small projects as was suggested by somebody? Let us try to plug small streamlets, *nallahs* thereby silting will also be lessened. People will get immediate benefits. They do not have to wait for years together; they will immediately get benefits; they will reap benefits and the silting problem will also be reduced. Your cattle will get more drinking water. People will also get more drinking water.

At the Planning certain level we will have to do some re-thinking, and these things should be brought under execution. Now, I come to Maharashtra. My predecessor Shri Sharad Dighe has already spoken about it. In 1985-36 we had scarce precipitation. In 1984-85 we have faced the same thing. We have got nearly 11,000 villages which are without water. The Government of India has kept a criteria that in problem villages or difficult villages, the distance which one has to cover for water should be one mile. Even today village women have to go for longer distances for water, they carry one or two pitchers on their heads—of course we cannot expect them to carry more. Nor is water available at nearer places. Last year we celebrated what is called the Women's Year or some such thing. But we could not give them water!

AN HON. MEMBER : Not last year, the year before last.

SHRI UTTAM RATHOD : May be the year before last.

In Maharashtra thirty lakh or more tribals are there and they live in hamlets

away from the villages. When you provide one source of drinking water you have to provide another in the hamlet which is generally one or two miles away. We have to take these facts into consideration as they are in all revenue villages, and there are some more hamlets. In my own constituency, there is a revenue village which has fourteen hamlets. In the Seventh Five Year Plan they have all to be given priority for providing drinking water, which should be done even earlier. I pray that it should be taken up earlier. In fact, we should be informed also. I would request the Government of India to face—rather to pay a penalty to the State Governments for their faulty planning.

We ask you Rs. 500 crores, you gave us Rs. 50 crores, or even much less than that. Are you joking? You are only humiliating us! In Maharashtra there are district plans. Planning which was started earlier, some 25-30 years back. How is it that you forgot about these district plans. Why did you allot some funds for them? It should be the responsibility of the centre, to look to these things. Maharashtra asked for more money. You gave them only 10 percent. I do not blame the bureaucracy. They are instigated by the politicians. In fact, it is the politicians who tell the bureaucracy to delay their visits. They are told from here, from Delhi, when to go. They delay sending the teams.

I remember, I had asked Rao Birendra Singh some-time back to send a team, when we had a flood. I asked him, "When are you sending your team? Can I intimate my State Government?" Then he said, "No, no. I will let you know!"!

Therefore, I say that, whether it is Mysore or Haryana or Punjab it has to be done forthwith. Is it the way that you look into their problems? This is what I feel. It is awful.

I think it is high time that this Government reviews its policy and realise the difficulties that the State Governments have to face.

Thank you very much for giving me so much time,

[Translation]

SHRI GIRDHARI LAL VYAS (Bhilwara): Madam Chairman, Rajasthan is in the tight grip of famine this year and about 2.5 crore people have been affected thereby. The hon. Minister also represents our area and I think his area Jalora has been affected but no help has been provided to the people there. The help provided is too insufficient to keep body and soul together. Cattle from Rajasthan have gone out of Rajasthan in lakhs but wherever they go they are pushed away, be it Gujarat, Madhya Pradesh or Haryana. No State provides water to the cattle of Rajasthan.

(Interruptions)

I am enumerating the difficulties being faced by us. Our difficulty is that no one allows our cattle to come to his area. Recently, 25 thousand cows had passed through our village and from wherever they passed, they found no water in the wells and ponds. Not to speak of fodder, they do not get even drinking water.

Shri Buta Singh, I want to tell you that people of Rajasthan are on the brink of starvation. So far, the Government has been maintaining that it will not let anybody die of thirst or hunger but this time thousands of people are going to die of hunger because so far the Government have provided only Rs. 48 crores. For the last 4 years Rajasthan has been facing famine, on which every year we have been spending between Rs. 100 crore and Rs. 200 crore. The hon'ble Minister is well aware of the financial position of Rajasthan. It is not in a position to spend more. Therefore, if you want that people of Rajasthan should remain alive the Government will have to accede to the demand made for Rs. 580 crore. If you do not provide this money, the blot will come on you, on Shri Rajiv Gandhi's Government. You try to launch poverty—alleviation or other programmes. Therefore, my request to you is that you should take timely steps and do not let the bad name come to Shri Rajiv Gandhi. Shrimati Indira Gandhi did not let any one die of starvation. Therefore, I appeal to you that if you do not provide help in time, then it is very sure that due to severe famine in Rajasthan, thousands of people

[Shri Girdhari Lal Vyas]

will die and the blot will come on Shri Buta Singh and his Government. Therefore, arrangements should be made well in time.

Secondly, there is lot of difference between the help given during famine and that given to cope with the fury of floods. The hon. Agriculture Minister should understand this that when there is famine, both the crops are destroyed whereas in the flood-affected areas at least one crop is definitely grown and for meeting flood situation, you provide 75 per cent subsidy. But in the case of destruction of both the crops during drought, you do not provide any subsidy. The total amount is given as loan. It is not justice. In drought, a farmer is pushed 7 years back. He spends all his earnings of 7 years to bring up his cattle and children. Such is the severity of famine but you do not provide any subsidy for it. In the case of floods, if one crop is damaged, the next crop grows in abundance which makes up for the entire loss suffered earlier. On the other hand, during famine he has to suffer a lot which should be kept in mind.

As against Rs. 200 crore demanded for drinking water, you have given Rs. 32 crore. What can be done with this amount? In the whole of Rajasthan, including your own constituency people are dying without water. All the handpumps and tubewells have gone dry. Out of the 27 districts, not a single district has been declared as famine-stricken, though in all the districts, handpumps and tubewells have gone dry. Unless you provide new machines to Rajasthan, how will the drinking water be provided? Therefore, you should provide funds as demanded and also the machines. At the same time, you should also provide fodder for the cattle. Transportation charges for the fodder will be borne by the Government of India in toto but if there is no fodder, what will you transport? Therefore, fodder should be arranged to save the lives of 3 crore cattle-heads so that famine-hit people and cattle of Rajasthan may get some relief. Otherwise, they all will be doomed. To save them from ruination, they should be provided fodder and drink-

ing water. People should be provided with employment or else they will die of hunger and thirst. They should be given assistance to the tune of Rs. 580 crore, even if it is in the shape of loan, so that the people of Rajasthan may remain alive.

With these words, I conclude.

SHRI KAMMODILAL JATAV (Morena) : Madam, I thank you for giving me an opportunity to speak. Members of this august House are quite concerned over the situation and both the hon. Ministers, Sardar Buta Singh and Shri Makwana, are here to listen to them.

The Members from Madhya Pradesh have acquainted the House about the situation obtaining in Madhya Pradesh but I want to tell him about my constituency, Morena Specifically. On 13.2.1986, a big hailstorm lashed the area and badly damaged the crops of wheat, mustard, gram, etc. The Chief Minister of the State, Shri Bora, has provided sufficient relief for this. Shri Scindia has visited Guna, Sheopuri and Morena, etc., for which he deserves congratulations. I would request the hon Minister to provide assistance for initiating relief work in Morena constituency. I would like to invite his attention to one more thing. There are many people there who have neither agricultural land nor any other means of living. They are mere share croppers. The Land owners will get relief but the share croppers. The Land owners will get relief but the share croppers should also get some assistance. The people who have to go to work after covering a distance of some 20 to 30 kms. have no means. They should also be given some assistance. I urge upon the hon. Minister to give full assistance to such people.

With these words I conclude and thank you giving me time to speak.

SHRI R. S. KHIRHAR (Sitamarhi) : Madam Chairman, today the House is discussing the natural calamities. I fully agree with the views expressed by our colleague, Shri Rathod, on the subject. It is a fact that the ravages of natural calamities increase with hailstorms and excessive rain, but the main reason for the bene-

fit not reaching the people is faulty planning and non-implementation of the schemes. My state, Bihar, is a glaring example of this. When I talk of Bihar, I would like to divide it into two parts Southern Bihar, where Chota Nagpur, Palamu and Gaya are located, comes under rainshadow area and this part never receives sufficient rains. It always remains under the grip of drought. I want to mention three major schemes of that area. These are—Koyal Karon Scheme, Tilaiyya Scheme and Oranga Reservoir Project. All these three schemes are important schemes and were taken up after independence, but they have made no headway as yet. The future of these schemes is dark. The Second part of the State in North Bihar wherefrom I have come. Sitamarhi falls in Bagmati area. I would also like to mention three schemes of this area. These are—Kosi, Bagmati and Gandak Projects. These three schemes have also been left to their fate for the last 15 years. Out of nine districts, the villages of four districts of Sitamarhi, Samastipur, Madhubani and Darbhanga have been washed away in Bagmati floods and there is no trace left of 75 of them. From the information gathered, I have come to know that the State Government had sought Rs. 10 crores for this scheme in 1985, but the Central Government gave only Rs. 85 lakhs. I have also come to know that out of these Rs. 85 lakh, Rs. 32 lakhs are spent on establishment alone. I want to know how far monitoring can be done with the remaining amount and to what extent the scheme can be implemented ?

Madam, since our hon. Agriculture Minister is present in the House, I would like to tell him that it is gross injustice to the farmers. I can give proof in support of my contention that prior to commencement of work on Bagmati Scheme, there used to be intensive cultivation of paddy in Sitamarhi, Motihari, Darbhanga and Madhubani districts and the paddy so produced was sufficient to feed entire Bihar. But, now the future of these districts is dark and that area is turning into a desert.

I would like that either Government should not take such major projects in hand and if they are started, these should be completed under a time-bound programme. Otherwise, they play havoc with

the fate of the people. I have mentioned the Bagmati Project here a number of times and have requested that more funds should be provided for the completion of this project. For this purpose, funds should be allocated according to the time-bound programme for its completion. Otherwise, the project may be abandoned and the land under it vacated. If the land is vacated and if the river is allowed to take its natural course on even ground, the farmers can be left to their fate to fend for themselves.

With these words, I request the hon. Minister to pay attention to the points I have raised, especially, in regard to the assistance for the Bagmati Scheme.

SHRI HARISH RAWAT (Almora) : Madam Chairman, Members of almost all the States have presented the cases of their respective States before the hon. Minister of Agriculture. I would admire the hon. Minister and the officials of his Ministry for the fact that inspite of limited resources at their disposal, they have shown a sense of urgency and deputed study terms urgently to provide prompt assistance thereafter. If at all there is any need to plead one's case before anyone, it is perhaps before the Planning Commission and the Ministry of Finance. A total allocation of Rs. 2,000 crores has been made to the Agriculture Ministry for natural calamities during the Seventh Plan. Out of that allocation, as has been stated by the Minister in reply to a question, the Centre has already distributed Rs. 1042 crores to different States. If they have spent so much money in the very first year, then judging from past history which is full of natural calamities, how will he be able to meet the demands of various States in the coming years, because we cannot say that natural calamities will not occur in the years to come. Therefore, I would urge upon the hon. Agriculture Minister that, keeping in view the situation, he should plead his case before the planning Commission with the cooperation of all of us and should seek more funds so that we might not call him miser when he is so liberal.

There are many areas in the country which remain under the grip of either



[Shri Harish Rawat]

drought, flood or earthquake or cyclone. I would request the hon. Agriculture Minister to identify such areas with the assistance of Planning Commission and various other organisations. It should be seen that such calamities do not hit those areas again and again and if at all the natural calamities do strike, a national plan should be formulated to provide assistance to the affected people and a special fund should be created for implementation of this plan. The fund so created should be utilised not only for providing assistance but it should also be utilised for implementation of works needed for controlling flood and drought. The funds should be provided under a long-term plan for this specific purpose.

My friend, Shri Manoj Pandey, has said that the floods in Bihar are caused by rivers which originate in Nepal. Thus, all the plains area in some way or the other are linked with hilly areas. When we talk of implementation of schemes of flood control in hilly areas or of taking measures for land conservation or development of catchment areas, the people take it as if development work is being taken up in that area. The people think that we are talking about special development programmes for that area. I would request the hon. Agriculture Minister that if Government wants to control floods in Uttar Pradesh and Bihar, they will have to start the cure from the originating points of rivers and special funds for this purpose would have to be provided by treating it as a national requirement, otherwise it is not going to be of any use. As regards drought in Karnataka we do not want to treat it on party lines. We understand that sympathy of one and all is with the people of Karnataka and they should be provided maximum relief. But, the same type of situation prevails in other States as well and I would request that full attention should be paid to them also. The hon. Minister has assured in this House that Government are going to appoint a committee to review the norms for providing funds in the wake of natural calamities.

Has the report of that committee been submitted or not? If so, kindly let this House know what are the recommendations of the Committee?

I would also like to submit to the hon. Minister that Uttar Pradesh was not getting assistance proportionate to its size and population and also to the number of representatives it has in Parliament. It appears, we are not able to plead the case of Uttar Pradesh properly. In 1985-86, Uttar Pradesh Government had sought Rs. 543 crores, but the Centre gave only Rs. 51 crores, Rs. 1273 crores were sought for flood relief but only Rs. 128 crores were given. I think, if we compare this with other States like Rajasthan, Maharashtra, Madhya Pradesh and Karnataka, they were given much more. Rs. 134 crores were given to Kerala as flood relief, whereas a state of the size of Uttar Pradesh was given only Rs. 128 crores. I would like to add that Uttar Pradesh should not be given such treatment as may give an impression to the people of that State that injustice is being done to them. The State Government of Uttar Pradesh has done a commendable job in the field of flood control. They have also done well in starting relief works in drought-affected areas. But I have to complain that the hon. Minister has been miserly in the matter of sanctioning relief and has not favourably considered the case which the State had submitted seeking grant. I do realise his financial constraints and my sympathy in that regard is with him, but must once again register my protest with him for being miserly to Uttar Pradesh.

**SHRI MURLIDHAR MANE (Nasik):** Madam Chairman, the House is discussing drought situation in the country for the last 4 hours. I come from north Maharashtra which is presently in the grip of acute scarcity. I recall that in 1972 in similar circumstances in Maharashtra the House had discussed the situation and the Centre had allocated some funds. Shri Rathore has rightly pointed out that the situation which has arisen in the State, is not a natural calamity but is due to lack of proper planning. I understand that

Maharashtra had demanded Rs. 561 crores to deal with the drought condition but the Centre has allocated Rs. 52 crores only for that purpose, which is a very meagre amount. Crores of Rupees are spent on relief and other developmental works but the output is always nil. In my opinion Maharashtra is worst affected in this regard. The people are not getting even drinking water. Due to scanty rainfall the water level in the reservoir and the dam has fallen and as a result the entire crop in that region has failed, and there is no water to irrigate even the Rabi crop. Thus, there has been extensive damage in the area. The severity of drought is expected to increase in the months of April and May next.

Many Members had asked for Central assistance to Maharashtra. The first team was led by the Minister of State for Agriculture, Shri Yogendra Makwana himself. The second team was led by Shri Srivastava. The third team which paid a visit on 10th February, was led by Shri Sikander. I would like to know whether they did not see that there was acute scarcity of water or serious unemployment problem in the area. I want to know from Shri Buta Singh ji why there is delay in implementing the reports of these teams? I believe that the teams which went to Maharashtra must have submitted factual reports. Funds should be allocated to the affected areas according to the recommendations of these teams. Government should take up a one-point programme to provide drinking water facility wherever it is possible by raising embankments or other means. Water should also be provided for irrigation. The Maharashtra Government had demanded Rs. 124 crores from the Centre to provide employment to the people of drought-affected areas but the Centre has allocated a meagre sum of Rs. 21 crores. The same is true of water supply for which the State Government had demanded Rs. 42,72,00,000 but only Rs. 9 crores were sanctioned. This amount is inadequate and therefore, it should be increased. The IRDP and NREP schemes can be of great help if they are re-surveyed for drought-affected areas. There are people who own 40 acres of land, yet they are unemployed because of drought. If they go to find

work under the Employment Guarantee Scheme of Maharashtra Government, there also they do not get work due to large scale corruption. Schemes whereby productive work could be done should be launched, for instance, small irrigation projects. The productive work should ensure proper utilisation of men and resources. Maharashtra is facing serious drinking water problem and acute shortage of fodder. Special attention should be paid in this direction and more and more funds should be allocated therefor, lest my children say that despite the exhortation of their father as M.P. nothing was done. Such perspective planning should be undertaken so that the coming generations feel that something positive was done by us. With these words, I conclude and thank you for giving me an opportunity to speak.

DR. G.S. RAJHANS (Jhanjharpur) : Madam, I wish five or six research institutes would have been set up to identify the causes of natural calamities that have been befalling our country repeatedly since independence. I am of firm conviction that these are not natural calamities but man-made calamities in which the vested interest is at work. It should be examined thoroughly whether with the amount spent by different States on relief works since Independence natural calamities could not have been contained? I shall be brief. Drought and floods are regular features in Bihar. The area north of the Ganga is affected by unprecedented floods while south of it is always in the grip of serious drought. Promises are made to improve the situation but they are never kept. During the last session also I made repeated pleas to do something for north Bihar which was facing unprecedented floods. But Shri But Singhji informed me that as the Bihar Chief Minister had not written to him anything about it he could do nothing in regard to providing assistance. When I came to know that inspite of the repeated requests and discussions for two consecutive days, we were being deprived of Central assistance only because there was no such request from the State. I was virtually in tears. Incidentally, the Bihar Chief Minister was in the Capital those days. I told him that he had left us in the lurch and that whenever I visit my

[Dr. G. S. Rajhans]

constituentcy the people say that I do not take up the matter to the Centre. Now when I raised the matter in the House I was told that the Chief Minister had not even sent any request to the Union Minister. However the Chief Minister said that it is a little known fact that funds which are received by the State are not given by way of grant but given as a Central loan and the Union Government keeps on pestering the State Government till it recovers the entire amount. Our State is poor, so where shall we bring such a heavy amount from? The Centre is also aware that North Bihar particularly Mithila region is affected frequent floods. It should find some permanent solution to this problem. If there is any misunderstanding between the Bihar Chief Minister and the Central authorities it should be amicably resolved in the larger interest of the people of the State.

During the last session also, I had drawn the attention of the Government to the fact that floods strike north Bihar, particularly Mithila region every year...

S. BUTA SINGH : The hon. Member has said that fund given as advance are recovered in full. At the moment we are discussing situation arising out of floods. I agree that only 75 per cent of the relief amount given for floods is treated as grant. The difficulty is not that which the hon. Member has pointed out. The main reason was that the Centre was not receiving bills from the State for the expenditure incurred by it. There is no provision for the release of funds before the receipt of bills.

DR. G. S. RAJHANS : Madam, I fully agree with the hon. Minister that some permanent solution to this problem should be found and Bihar should get the entire relief amount by way of grant instead of as loan. Rivers like Burhi Gandak, Bagmati, Kosi and Kamala originate from Nepal. If a reservoir is constructed in Nepal itself—I had made a request to this effect during the last session also and Shri Shankaranand had assured me in

writing that the matter had been already taken up with the Nepalese Government and that some progress had been made in this regard and I have also come across in the Nepalese newspapers as well that such a proposal is under the active consideration of the Government—it would not only check the recurring floods in our area but also help in generating sufficient electricity for distributing among Western Uttar Pradesh, West Bengal and so many other areas. It would also bring prosperity to these areas and to Nepal. Though our hon. Minister is taking it very seriously but I would like him to direct the State Government also to find a permanent solution to this problem.

In the end, I would make one point more. Most of the 'bunds' constructed on different rivers in the State are of cement concrete but the Kosi embankment is 'kuchcha' and some times rats and jackals cause breach in it resulting in unprecedented floods in the area. I, therefore, invite the hon. Minister to accompany me to this area during floods and see for himself how the entire area looks like an ocean and people have to put up in water for 8 to 9 months in a year. They lead a subhuman life. I, therefore, urge upon him to view the problems of the area compassionately and sympathetically. We are facing many agonies, difficulties and difficulties. Silting is one of the serious problems there. Relief measures are not going to solve the problem unless something is done to control silting, North Bihar, particularly Mithila will continue to be exposed to floods and poverty will go on increasing. I, therefore, once again request you to find some permanent solution to the problem.

[English]

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI GHULAM NABI AZAD) : Since the hon. Minister will need at least one hour to reply, I suggest that he may be called on Monday.

MR. CHAIRMAN : Yes, the House stands adjourned to meet again at Eleven of the Clock on Friday, March 7, 1986.

22.22 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Friday, March 7, 1987/Phalgun 16, 1907 (Saka).*



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