

# LOK SABHA DEBATES

## (English Version)

Ninth Session  
(Tenth Lok Sabha)

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Corrigenda to  
Lok Sabha Debates  
(English Version)

Tuesday, March 8, 1994/Phalgunā 17, 1915 (Saka)

<u>Col./</u> <u>Line</u>	<u>For</u>	<u>Read</u>
5/9	Tugbhadra	Tugbhadra
9/2	Conversion	Conversion
18/13	become	become
251/12	SHRI AJOY MUKHOPADHYAY	SHRI AJOY MUKHOPADHYAY
492/6 <input type="checkbox"/>	CHAIRMAN	CHAIRMAN
498/4 <input type="checkbox"/>		
509/3(From below)	Dumdum	Dumdum

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## LOK SABHA DEBATES

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### LOK SABHA

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*Tuesday, March 8, 1994/  
Phalguna, 17, 1915 (Saka)*

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*The Lok Sabha met at  
Eleven of the Clock*

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[MR. SPEAKER *in the Chair*]

### ORAL ANSWERS TO QUESTIONS

[*Translation*]

#### **Aid for Environment and Forests**

+  
\*181. SHRI RAJENDRA  
AGNIHOTRI:  
SHRIMATI DIPIKA H.  
TOPIWALA:

Will the Minister of ENVIRONMENT  
AND FORESTS be pleased to state:

(a) the details of externally - aided projects undertaken for improvement of environment and development of forests in the country;

(b) the achievements made in this regard;

(c) the financial assistance provided therefor by each foreign country, project-wise; and

(d) the other countries which have shown their willingness to provide assistance alongwith the amount proposed?

[*English*]

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) to (c). Assistance in the environmental sector is received from several bilateral/multilateral sources. Canada, the United Kingdom, Netherlands, Sweden, Germany, Japan, the United States of America and Norway are among the countries with whose assistance projects have been taken up. Likewise, the World Bank and other multilateral agencies have funded both on loan and grant terms, major projects in the environmental and forestry sectors. The progress with regard to the implementation of sanctioned projects is closely monitored. A Statement giving details of on-going externally aided projects is laid on the Table of the House.

(d) The seeking of external assistance for projects related to environment and forestry is a continuing process.



## STATEMENT

*List of Externally Aided On-going Projects*

Sl. No.	Name of Project	Bilateral Partner	Size
1	2	3	4
1.	Ford Foundation Projects.	Ford Foundation	US\$ 50,000
2.	Forestry Research Support Programme for Asia and Pacific Project (FORSPA).	FORSPA	US\$ 56,000
3.	Neem Project	FAO	US\$ 5,000
4.	Demonstration and Training in Primary Processing of Small Diameter Logs.	FAO	US\$ 212,500
5.	Strengthening & Developing Indian Council of Forestry Research & Education (ICFRE).	UNDP	US\$ 2.56 mil.
6.	Ecology & Population Dynamics of the Nilgiri Tahr.	USIF	US\$ 60,584
7.	Conservation Ecology of the Great Pied Hornbill.	USIF	Rs. 3.89 lakhs.
8.	Grasslands of Indian Plains.	USIF	Rs. 54.64 lakhs.
9.	Ecology of Large Carnivores at Nagarhole.	USIF	Rs. 9.87 lakhs
10.	Indian Giant Squirrel	USIF	Rs. 32.23 lakhs
11.	Conservation of Birds of Prey.	USIF	Rs. 49.8 lakhs.
12.	Ecology of Indian Elephant.	USIF	Rs. 50.42 lakhs.
13.	Endangered Tortoise and Freshwater Turtle Breeding.	USIF	Rs. 13.55 lakhs.
14.	Strengthening of Wildlife Management and Eco-development Planning Capabilities.	UNDP	Rs. 4.03 crores.
15.	Development of Wildlife Institute of India.	USIF	Rs. 1.07 crores
16.	Indian Stock	USIF	Rs. 26.46 lakhs.
17.	Indian Primates	USIF	Rs. 1.74 crores.

1	2	3	4
18.	EPTRI, Hyderabad.	Sweden	SEK 15 mill.
19.	Training Programme on Modelling and Surveillance of Movement of Pollutants.	Norway	NOK 1.05 mill.
20.	Orissa Environmental Programme.	Norway	NOK 40 million
21.	Environmental Master Plan, South Canara District.	Denmark	Rs. 12 crores.
22.	Bio-monitoring of Rivers Yamuna, Cheliar and Tugabhadra.	Netherlands	DFL 2.6 lakhs.
23.	Automatic Water Quality Monitoring	Netherlands	DFL 5 million.
24.	Industrial Counselling.	Netherlands	DFL 5 million.
25.	Mysore Paper Mills.	Netherlands	DFL 5 million.
26.	Pollution Perception Studies.	Netherlands	DFL 2 million.
27.	Strengthening of Kerala State Pollution Control Board.	Netherlands	DFL 6 million.
28.	Strengthening of Central Pollution Control Board and State Pollution Control Boards of Punjab, Rajasthan, M.P., Karnataka, Assam, Haryana, Gujarat and Bihar.	Germany	DM 5.5 million.
29.	Environmental Training Institute in Tamil Nadu.	Denmark	DM. 9.96 million.
30.	Environmental Training Institute in Karnataka.	Denmark	DM.9.96 million
31.	Training of Trainers in Environmental Audit.	UNIDO	US\$ 49,000
32.	Establishment and Upgrading of Industrial Units.	UNIDO	US\$. 310,000
33.	Environmental Decision Support System for Atmospheric Air Pollution Control.	UNIDO	US\$ 300,000
34.	Industrial Pollution Control Project.	World Bank	US\$ 155 mill.
35.	Integrated Sanitation Project, Jajmau (11 schemes).	Netherlands.	Rs. 21.59 crores

1	2	3	4
36.	Integrated Sanitation Project, Mirzapur (9 schemes).	Netherlands.	Rs. 13.89 crores.
37.	Pollution Control Works, U.P.	World Bank.	Rs. 30.5 crores (loan).
38.	Pollution Control Works, W.B.	World Bank.	Rs. 12.27 crores (loan).
39.	Pollution Abatement Works for River Yamuna.	Japan (OEFC)	Yen. 17.77 bill. (loan).

### Projects Approved Under Global Environment Facility

40.	Alternate Energy Project.	World Bank	US\$ 30 million.
41.	Optimising Development of Small Hydel Resources in the Hilly Regions of India.	UNDP	US\$ 7.5 million.
42.	Development of High Rate Bio-methanation Processes as a means of reducing GHG emissions.	UNDP	US\$ 5.4 million.
43.	Cost Effective Options for Limiting GHG Emissions.	World Bank	US\$ 1.5 million.
44.	Eco-development	World Bank	US\$ 213,000

### Projects Approved for India Under the Montreal Protocol

45.	Feasibility Study for the Recovery and recycling of refrigerants.	UNIDO	US\$ 55,000
46.	Projects for Industry	World Bank/ UNIDO/UNDP	US\$ 35,17,520
(a)	Substitution of CFC-II refrigerant by HCFC 123 in centrifugal chillers.		
(b)	Conversion of Compressor Manufacture from CFC 12 to HFC 134 A designs.		
(c)	Project formulation for the Conversion of electronic cleaning processes from CFC 113/Alcohol blended and 1,1,1 tri-chloro ethane to Non-CFC cleaning.		

1	2	3	4
(d)	Projects for Aerosol Conversion.		
(e)	Modification of CFC 12 mobile airconditioning manufacturing for HFC 134A.		
(f)	Application Development for the Conversion of CFC 11/ Polyol System to Low/Non-ODS formulations.		
(g)	Application Development for the Conversion of CFC 11/ Polyol System to Low/ Non-ODS Formulations.		
47.	Assistance in Project Preparation in all sectors.	UNDP	US\$ 1,00,000
48.	Institutional Strengthening.	UNDP	US\$ 430,000
49.	Country Programme Preparation.	UNDP	US\$ 2,00,000
50.	Preparation of Investment Projects.	World Bank	US\$ 4,00,000
51.	Project Formulation or Phasing out ODS in the Unorganised Sectors.	UNIDO	US\$ 55,000
52.	Survey of ODS Use in the Small Scale (including tiny) and informal sectors data base generation and ODS transition.	UNDP	US\$ 1,20,000
53.	User Sector pre-investment Studies	World Bank	US\$1,00,000
<b>On-going Externally Aided Forestry Projects (Rs. in crores)</b>			
54.	Forestry Development Project, West Bengal.	World Bank	114.70
55.	Forestry Sector Project, Maharashtra.	World Bank	431.51
56.	Social Forestry Project, Tamil Nadu.	SIDA	85.40
57.	Social Forestry Project, Orissa	SIDA	78.34
58.	Dungarpur Integrated Wastelands Development, Project, Rajasthan.	SIDA	28.14

1	2	3	4
59.	Aravalli Hills Afforestation, Haryana.	EEC	48.15
60.	Afforestation along IGNP, Rajasthan.	OECE(Japan)	107.50
61.	Afforestation of Aravalli Hills, Rajasthan.	OECE (Japan)	166.90
62.	Western Ghats Forestry and Environment Project, Karnataka.	ODA (U.K.)	84.20

[Translation]

SHRI RAJENDRA AGNIHOTRI: Mr. Speaker, Sir, in reply to my question the hon. Minister has stated that Government has received assistance from many countries in the field of environment and for the development of forestry and many other nations have also been approached for obtaining grants in this regard. I would like to know the terms and conditions laid down by the Government for obtaining grants and the terms and conditions on which grants have been obtained till now? Further, I would like to submit that from environment point of view many schemes have already been started. Pollution level of Betwa river has arisen to alarming proportions. Many drinking water facilities are dependent on river Betwa in Madhya Pradesh and Uttar Pradesh. I would like to know whether this scheme is going to be included and if not, the reasons therefor?

SHRI KAMAL NATH: Regarding aid and assistance I would like to submit that these depend on the features of the schemes. On many factors grant of aid and assistance depends like the scheme pertains to which state and what are its features and how to associate it with common man, nature of technical inputs

etc. While keeping in mind all those things, schemes are formulated for obtaining assistance from foreign countries. It is also ensured that no such conditions is laid down which is detrimental to the interests of the country. All the countries from which assistance is sought scrutinize the schemes from the point that maximum benefit is provided to the people at large. So far as Betwa river is concerned I would like to submit that a new River Action Plan has been formulated by the Government. In the new plan great responsibilities have been entrusted to the State Governments. The State Pollution Boards have been made responsible to deal with the industries polluting rivers in the State. In this regard it is the endeavour of the Centre to fully strengthen State Pollution Boards.

SHRI RAJENDRA AGNIHOTRI: I would like to submit that with the foreign assistance many schemes from environment point of view and for forestry development are being implemented. I would like to know which schemes in the State and all over the country are going to be implemented in 93-94 and 94-95? Further from which quarters foreign assistance is being sought and regarding

which schemes assurances have been obtained?

SHRI KAMAL NATH: I would like to say in reply to the question asked by the hon. Member that at present Rs. 1280 crores have been invested in the on going schemes. During two and half years' period a new awakening and awareness has been seen among the people in this regard and in the near future we are going to have more schemes which are under process at present. The finalisation of a new fund called Global Environment Facility will be cleared by next month. The Government is trying to make such scheme under which every state will get its due share from the fund that we get under bilateral or multilateral funding mechanism.

[English]

They are getting assistance in some form or the other from external NGOs. There are NGOs like the WWF etc. Generally, such information is available with us. But, from the time to time, we keep making an assessment of what is the kind of funds flow to these NGOs from other international NGOs. As far as those funds which are obtained from other countries on a bilateral basis or through multilateral institutions to the NGOs are concerned, they are canalised through the Government—through the Department of Economic Affairs and my Ministry.

Sir, the second part of the hon. Member's question is about his district and the non-availability of utilisation certificates on funding under the NEAC (National Environmental Awareness Campaign) and some other projects of my Ministry. It is true that there has been delay in procurement of utilisation

certificates. This process is being streamlined and undoubtedly, the Member's concern about his constituency is well taken.

[Translation]

SHRI RABI RAY: Mr. Speaker, Sir, my question has two parts. First part relates to the foreign assistance. I would like to know whether the environment department cannot do without foreign assistance? The second part of my question is that we get assistance from two types of organisations, the first source is, organisations like FAO, UNDP etc. which come under UNO and the other source is assistance which come from the countries like Netherlands etc. UNIDO, OECF, ODA also provide assistance to us. This way we get assistance from public and private organisations. Is any monitoring machinery has even monitored or reviewed the accounts of the fund of the assistance we get. I would like to know from the Minister that how do we get without string funding from organisations of the both types.

SHRI KAMAL NATH: Mr. Speaker, Sir, the hon. Member has himself admitted that one source is that in which one country helps another on bilateral basis and the other source is in which multilateral organisations like UNDP, FAO, UNIDO and Global Environmental Facilities provide assistance.

Mr. Speaker, Sir, while preparing a scheme it is fully scrutinised and thereafter an appraisal is made and then only a project is approved.

Mr. Speaker, Sir, there is not much difference between both types of assistance but the schemes which are prepared on bilateral basis are subjected

to more scrutiny because the country which provides the assistance has to satisfy its Parliament that their funds are being utilized in a proper manner. Therefore, continuous monitoring of that scheme is made. A review team from that country also visit here from time to time. Multilateral agencies like UNDP etc. do not belong to any particular country but they provide finance under a certain process and they also depute some agencies, who review such schemes from time to time.

SHRI SIMON MARANDI: Mr. Speaker, Sir, there are many tribal areas in Bihar which are facing environmental problem. There are two types of organisations to protect the forest. On one side social organisations are given the task of protecting the forest and all other tasks are handed over to the forest department. Do the Government have any scheme under which some special persons or local people are given any power to protect the forest in the interest of the environment? The details of those countries, which are ready to provide assistance in the interest of the environment; and the scheme thereof.

SHRI KAMAL NATH: Mr. Speaker, Sir, It is very difficult to tell that which countries provide assistance to which states. Actually, it depends on the feasibility of the scheme and if the scheme is found correct then bilateral multi institution provide funds for it. An effort is on to prepare such schemes for Bihar also.

#### **Vocationalisation of College Education**

+  
\*182. SHRI GUMAN MAL  
LODHA:  
DR. RAMKRISHNA  
KUSMARIA:

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

(a) whether the Government have decided to introduce thirty-five courses in vocational education at college level from the next academic session through the University Grants Commission;

(b) if so, the financial assistance likely to be provided by the University Grants Commission for this purpose;

(c) whether similar courses were also introduced earlier at the senior secondary school level; and

(d) the steps proposed to be taken by the Government for bringing qualitative improvement in Vocational Education Programme?

[English]

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) to (d). A *Statement* is laid on the Table of the House.

#### **STATEMENT**

(a) UGC has decided to assist universities and colleges for starting vocational courses at graduate level from 1994-95.

(b) UGC will provide assistance according to norms developed by it for each individual course.

(c) Scheme for vocational courses at +2 level is continuing but all the courses are not common at +2 level and graduate level.

(d) UGC has developed course outlines and proposes to provide

assistance for full inputs and to insist on effective use of professionals in teaching to ensure practical orientation and standards.

SHRI GUMAN MAL LODHA: The question of vocational education has assumed serious importance in our country because there are about ten crore unemployed educated youth. Dr. Radhakrishnan, way back in 1945, suggested Gandhian philosophical approach by introducing vocational education on job orientation basis. This was reiterated by all the committees—Dr. A.C. Mudaliar Committee, Kothari Commission and the 1972 Central Advisory Board, etc. Even during the Janata regime....

MR. SPEAKER: This is becoming a thesis. It should be a question.

SHRI GUMAN MAL LODHA: I am trying to know from the hon. Minister whether, inspite of these recommendations of all these committees which I have named for this purpose and repeated assurance, they have been able to, by now, divert 50 percent of the students to the vocational courses. What are those 35 vocational courses now to be introduced in college education for which the University Grants Commission has, by an expert committee, given opinion? Which are those selected colleges for imparting this vocational training? What would be the criterion for identifying these colleges in the country? I would like to know whether in Rajasthan these colleges would be introduced, including my constituency Pali.

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): I am grateful to the hon. Member for coming to the point. In so far

as a college in his constituency is concerned, my first concern would be to see that it is included in that scheme.

SHRI GUMAN MAL LODHA: Thank you very much.

SHRI ARJUN SINGH: I must admit that the progress made in the vocational education is not at the desired level and therefore we have been continuously trying to innovate and also we have been trying to restructure the course. I think a stage has come where vocational education has not only become an important stream, but it has been accepted by a large number of students as of being some substance to them.

In so far as the second question is concerned about the list of the vocational subjects, if you permit me, I will read out them. They are: Functional Hindi, Functional Sanskrit, Communicative English, Archaeology and Museology, Principles and Practices of Insurance, Actuarial Science, Office Management and Secretarial Practice, Tax Procedures and Practices, Foreign Trade Practices and Procedures, Tourism and Travel Management, Advertising, Sales Promotion and Sales Management, Computer Applications, Industrial Chemistry (Seven streams), Food Science and Quality Control, Clinical Nutrition Dietetics, Industrial Microbiology, Biotechnology, Biological Technique & Specimen Preparation, Seed Technology, Sericulture, Industrial Fish & Fishery, Instrumentation, Optical Instrumentation, Geo-exploration & Drilling Technology, Mass Communication Video Production, Still Photography Audio Products, Electronic Equipment Maintenance, Computer Maintenance, Electrical Equipment Maintenance, Environment &



Water Management, Rural Technology, Automobiles Maintenance, Refrigeration & Air Conditioning Maintenance, Construction Tech. Management and Manufacturing Process.

SHRI GUMAN MAL LODHA: My second question is this. What is the percentage of allotment and expenditure for the vocational education in proportion to the general education which the Government wants to have. Part (b) of the question is this. Is it a fact that Dr. Kothari, Chairman, Education Commission, way back in 1964-65 said that six percent of the Gross National product should be spent for education? This has now deteriorated. *(Interruptions)*

MR. SPEAKER: No. Let this not be loaded!

*(Interruptions)*

SHRI GUMAN MAL LODHA: Sir, my question is this. May I know whether the target of six percent has been achieved and whether—recently, in the Conference of the Chief Ministers—this six percent which was the target to be achieved has been postponed to the Ninth Plan?

SHRI ARJUN SINGH: Sir, it is not possible for me to tell you in what ratio it is. But, this much I can tell you that in the vocational expenditure chart, there was inadequate funding which is also one of the reasons.

After the UGC has given this report in September last year, the provision that is being made in the coming Budget would be of the order of Rs. 26 crores for these courses per year whereas previously they used to fluctuate between

Rs. 1 crore and some lakhs. I am sure this will make a very qualitative difference to the entire structuring of the vocational education in the colleges.

So far as the question of this 'six percent' is concerned, I think the hon. Member must have heard the hon. President's Address. In his Address, he has made a very clear mention of this; the Prime Minister has made a commitment in the Chief Ministers' Conference that in the Ninth Plan, this six percent will be provided.

*[Translation]*

DR. RAMKRISHNA KUSMARIA: The hon. Minister has given details regarding vocational courses. I would like to know from the hon. Minister by what time these courses will be started in Madhya Pradesh and in other States and also whether any special plan has been formulated for the same?

SHRI SURAJ MANDAL: Please fix the priority.

SHRI ARJUN SINGH: I give priority to the questions of the hon. Members. It will be implemented in all the States, including Madhya Pradesh.

SHRI MOHAN SINGH (Deoria): Earlier there used to be discussions on the ambit of vocational education. Things got clear after the hon. Minister went through the report of the Expert Committee. I would like to know whether, in view of the increasing enrolment in Universities and Institutes of higher studies, the Government is going to start vocational courses in Colleges and Universities i.e. immediately after secondary education? Further, I would

like to know whether only those serious students who are desirous of pursuing higher education and interested in pursuing teaching career, will be enrolled in Universities? Lastly, whether the Government proposes to entol only that many students in Universities for higher education as are prepared to join teaching profession?

SHRI ARJUN SINGH: Mr. Speaker, Sir, the thinking behind vocational education tallies with the submission of the hon. Member. However, no restrictions can be enforced regarding admission in Universities. All those pursuing vocational education at secondary level are free to start their own enterprises or join any profession if interested. If occupational choices are there then naturally those will not opt for higher education, but enforcing restrictions is not possible.

### **Pesticides from Marigold**

\*183. DR. LAL BAHADUR RAWAL: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government have evolved any scheme to prepare pesticides from the extract of roots, leaves and flowers of marigold;

(b) if so, the results achieved from the tests made so far; and

(c) the time by which the said pesticides are likely to be available in the market?

*[English]*

THE MINISTER OF STATE IN THE  
MINISTRY OF NON-CONVENTIONAL

ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR):  
(a) No, Sir.

(b) and (c). Question do not arise.

*[Translation]*

DR. LAL BAHADUR RAWAL: Mr. Speaker, Sir, a similar question was asked on 23-3-1993 in the House and in reply the hon. Minister had stated that in collaboration with some countries the Asian Development Bank has started a project for producing and conducting trials of bio-pesticides. Till 1986—89 phase, Bangladesh, China, Phillipines and India were associated with the project. Many Universities in India had participated in the project and special emphasis was laid on the use of 'Neem' tree. I would like to know from the hon. Minister of Agriculture whether Asian Development Bank or any other foreign agency is seeking the cooperation of Indian Agricultural Universities or Technological Universities for producing bio-pesticides and whether since 1989 any project for producing bio-pesticides is being pursued?

*[English]*

SHRI S. KRISHNA KUMAR: Sir, it is Government of India's policy as per the new initiative of integrated pest management. Its auxiliary objective is reduction in the use of chemical pesticides and promotion of indigenous bio-pesticides, such as, neem and tobacco. There is a scheme and a project under the FAO. There is also a project under the UNDP. These projects are being pursued. Neem-based pesticides have already been commercialised. Several formulations have come into the

market. A World Neem Conference was held at Bangalore. The Government of India has been promoting the use of these pesticides. Various bilateral and multilateral international projects are being pursued in this area.

[*Translation*]

DR. LAL BAHADUR RAWAL: Mr. Speaker, Sir, I had asked a question as to whether there is any scheme to produce pesticides other than those based on 'Neem' tree? A few days back newspapers had reported that pesticides could be produced from flowers, leaves and roots of marigold thereby ending dependence on foreign countries. I would like to know whether the Government has started any scheme for research in this regard or whether Indian agricultural scientists have been given any such advice that efforts may be made to produce pesticides based on marigold?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR): Mr. Speaker, Sir, it is the constant endeavour to invent newer things so that we can get rid of the harmful artificial pesticides. Efforts are being made to protect the interests of the farmers and to ensure that no damage is caused to their crops and trees. Regarding marigold, I would like to submit that till now scientists have not come out with anything concrete. Marigold flowers can kill Namatod and could be grown in the fields of tobacco and tomato. If one Namatod dies another takes birth. According to them even Mosquito Larva can also be killed by this. However, till now it could not be proved and is controversial. It is the endeavour of the Government to promote exclusive use of pesticides based on 'Neem' and Tobacco. Today all over the world it is being emphasised that bio-based

antibiotics should be used. The Government has evolved a scheme and has printed posters too to inform the farmers about the harmful and beneficial insects so that the distinction becomes easy and the insects which are friendly to the farmers could be adopted by them.

SHRI DAU DAYAL JOSHI: Mr. Speaker, Sir, in the statement made by the hon. Minister today it was mentioned that use of imported pesticides is endangering both the crops and human beings. Therefore, I would like to know whether the Government is formulating any scheme for use of 'Neem' tree because under the Dunkel proposal a foreign company is going to acquire patent rights?

MR. SPEAKER: I will disallow your question.

SHRI DAU DAYAL JOSHI: I would like to know whether the Department will conduct experiments and research on Bybidung pesticide?

[*English*]

SHRI S. KRISHNA KUMAR: Sir, the main botanical pesticides which are commercially viable as of now are tobacco, pyracum and neem. I would like to tell the hon. Member that India is self-sufficient to the extent of 95 percent in pesticides. 95 percent of the entire 70,000 tonnes of pesticides used in our country is produced in India and the import is only of the order of 5 percent. Dunkel proposals have no adverse effect whatsoever in the use of pesticides in India because we are self-sufficient. As regards new neem preparation, there are adequate safeguards. We are not anticipating any problem but we shall keep it in mind.

[Translation]

SHRI BALRAM JAKHAR : Mr. Speaker, Sir, we have registered several neem-oil based medicines like WSP and Nargosite, Neem Gold and Nimbasole etc. These medicines are popular and being used. Recently, I had been to Belgaon, there is a company which has been doing well for the propagation of these medicines, and we are making efforts to further increase it.

[English]

### Fishing Harbours/Landing Centres

+  
\*184. SHRI MULLAPPALLY RAM-  
CHANDRAN:

PROF. K.V. THOMAS:

Will the Minister of AGRICULTURE be pleased to state:

(a) the details of fishing harbours and landing centres along the country's coasts, State-wise;

(b) whether any more such harbours/centres are proposed to be set up;

(c) if so, the allocation made for each and the time by which these are likely to be commissioned, State-wise;

(d) whether any proposals for setting up of more fishing harbours and landing centres are pending for clearance with the Union Government; and

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

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) to (e). A *Statement* is laid on the Table of the House.

### STATEMENT

(a) Information is given in Annexure.

(b) Yes, Sir.

(c) An outlay of Rs. 5400 lakhs under the Central Sector Scheme for major fishing harbours and an outlay of Rs. 4700 lakhs under the Centrally Sponsored Scheme for minor fishing harbours and fish landing centres has been made for the Eighth Plan (1992—97).

Proposals received from States from time to time and found to be techno economically feasible are considered by the Government of India for approval.

(d) and (e). (i) The following proposals are pending:— Mangrol Fishing Harbour Stage-II in Gujarat at a cost of Rs. 708.30 lakhs.

(ii) Malpe fishing harbour Stage-II in Karnataka costing Rs. 1060 lakhs.

## ANNEXURE

*List of Fishing Harbours and Fish landing Centres Commissioned/Under Construction  
(As on 1.3.1994)*

State/UT	Commissioned	Under Construction
<b>A. Major Fishing Harbours:</b>		
Andhra Pradesh	1. Visakhapatnam (Stage I, II & III)	—
Orissa		1. Paradip
Kerala	2. Cochin Stage-I	2. Cochin Stage-II
Maharashtra	—	3. Sassoon Dock
Tamil Nadu	3. Madras Stage-I	4. Madras Stage-II
West Bengal	4. Roy-Chowk	—
<b>B. Minor Fishing Harbours</b>		
Andhra Pradesh	1. Kakinada 2. Nizamapatnam 3. Bavanapadu	— — —
Gujarat	1. Veraval 2. Mangrol 3. Porbundar	1. Jakhau — —
Kerala	1. Vizhinjam (Stages-I & II) 2. Meendakara	1. Vizhinjam (Stage-III) 2. Puthiappa 3. Thangassery 4. Munambam 5. Mopla Bay 6. Chombal
Karnataka	1. Karwar 2. Honnavar 3. Tadri 4. Malpe 5. Mangalore	
Maharashtra	1. Ratnagiri	

State/UT	Commissioned	Under Construction
Orissa	1. Dhamra 2. Naugarh (As tarang) 3. Gopalpur	
Tamil Nadu	1. Tuticorin 2. Mallipatnam 3. Kodiakarai 4. Pazhayar 5. Tondi 6. Vallinokkam	1. Chinnamuttom
West Bengal	1. Digha 2. Fraserganj	— —
A & N Islands	1. Phoenix Bay	—
Pondicherry	—	1. Pondicherry

### C. Fish Landing Centres

Gujarat	1. Navapur 2. Jaffrabad 3. Umbergaon 4. Kolak 5. Hirakot 6. Jakhau 7. Vansi-Borsi 8. Kosamba 9. Sachana 10. Salaya 11. Mandvi 12. Madhwad 13. Sanjberi 14. Jakhau-I 15. Ubersadi	1. Port Onjal 2. Port Rajpara 3. Navabandar 4. Magod Dungari 5. Dholai 6. Chorwad
Maharashtra	1. Karanja 2. Navalgao 3. Borli Mandla 4. Nandgaon 5. Nurad 6. Theorinda 7. Ajanla 8. Ade-Uttambar 9. Agrao	1. Sarjekote

State/UT	Commissioned	Under Construction
	10. Borin	
	11. Burondi	
	12. Bagmandla	
	13. Datiware	
	14. Dahanu	
	15. Dakti-Dahanu	
	16. Khardanda	
	17. Ek-Dara	
	18. Mandavi	
	19. Mulgaon	
	20. Navapur	
	21. Onni-Bhatti	
	22. Thurnvadi	
	23. Thal	
	24. Utton	
	25. Vashi	
	26. Wadrai	
	27. Rajpuri	
	28. Jeevne Bundar	
	29. Mahim Causeway	
Karnataka	1. Coondapur	1. Kodibengre
	2. Bhatkal	
	3. Kagal Heni	
	4. Moolky	
	5. Gangoli	
	6. Sadasivgad	
	7. Belikeri	
	8. Belambar	
	9. Keni	
Kerala	1. Kasargode	1. Chettuvai
	2. Ponani	2. Chalil Gopalapettah
	3. Cannanore	3. Punappa
	4. Beliapatnam	4. Arthungal
	5. Beypore	5. Quilandy
	6. Neeleswaram	6. Katoor Pollathai
	7. Munakkadavu	
	8. Cheruvathur	
	9. Palacode	
	10. Dharmadon	
	11. Thottapally	
	12. South-Paravoor	
	13. New Mahe	
	14. Vizhinjam South	
	15. Vellayil Beach	

State/UT	Commissioned	Under Construction
	16. Vallikkunu	
	17. Vizhinjam North	
Tamil Nadu	1. Cuddalore 2. Nagapattinam 3. Rameswaram 4. Palk Bay 5. Kottaiapatnam 6. Eravai 7. Muttom 8. Palk Bay	1. Poompuhar 2. Vellapallam 3. Kodimunai 4. Vallavaiilai
Andhra Pradesh	1. Calingapatnam	1. Mangipudi
Orissa	1. Chandipur 2. Sabelia 3. Pathara 4. Chudamani 5. Nairi	1. Chandrabhaga 2. Panchubisha 3. Kansabans 4. Nairi-Stage-II 5. Soran 6. Rushikulya 7. Palaur 8. Talchua 9. Jamboo 10. Tantiapal 11. Kharnasi 12. Bahabalpur 13. Sorala 14. Bandara 15. Khandiapatna
West Bengal	1. Namkhana 2. Jalda 3. New Jalda 4. Kharpai 5. Kalinagar 6. Bamanagar 7. Ganeshpur 8. Akhoyangar 9. Junaput	1. Soula 2. Madanganj. 3. Brajoballavpur
Pondicherry	1. Mahe	
Lakshadweep	1. Kavaratti 2. Minicoy 3. Agathi	



### Summary

Category of Harbours	Commissioned (Nos.)	Under Construction(nos.)	Total
Major Fishing Harbours	4	4	8
Minor Fishing Harbours	26	9	35
Fish Landing Centres	98	37	135

**SHRI MULLAPPALLY RAM-CHANDRAN:** May I know from the hon. Minister whether any State Government has delayed commencing the work on the fishing harbour projects which have already been cleared by the Central Government resulting in cost escalation and also consequent problems?

In this connection, I would like to know from the Minister whether any instructions have been given to the State Governments to commence the work within the stipulated time.

**SHRI S. KRISHNA KUMAR:** In respect of major fisheries harbours which are one hundred percent funded by the Central Government, there is no unusual delay because these major fisheries harbours are implemented by the concerned Port Trusts and they have the requisite land and the organisational wherewithal. We give them the money and they implement the projects. In the case of minor fisheries harbours, there has been delay in almost all the sanctioned projects because these are 50 percent centrally sponsored schemes and the other 50 percent money comes from the State Government. Often, the State Governments do not have the required resources or provision in the Budget. Secondly, there are delays in respect of acquisition of land and thirdly there are also delays due to displacement and

rehabilitation of people affected by the land acquisition process. So, delays are sort of endemic and they are not State-specific. These delays are there in almost every State. It has been our constant endeavour to see that these schemes are expedited and completed as soon as possible.

**SHRI MULLAPPALLY RAM-CHANDRAN:** Will the hon. Minister assure this august House that fresh applications for setting up of fisheries harbours from those States which have inordinately delayed the on-going projects will not be entertained by the Central Government?

**SHRI S. KRISHNA KUMAR:** I don't think the Government can accept the suggestion of the hon. Member because there is money in the Budget for more harbours and we have to go ahead with the programme. There are several applications pending from different States which have merits. These applications have to go through the stage of techno-economic feasibility studies and when they come to the Central Government, we cannot deny sanction just because some of the State Governments have delayed some projects. Money or funds at the Government of India's level is not a constraint. As such, I don't think the suggestion of the hon. Member can be accepted. It shall be our endeavour to see that the projects are speeded up. New

projects which come up, will have to be decided on merit.

PROF. K.V. THOMAS: My constituency Cochin is one of the major centres for fishing, fish processing and exports. There is already a major fishing harbour at Cochin. There is another fishing harbour at Munambam which is under construction. What steps are being taken for the modernisation and expansion of the existing fishing harbour at Cochin and also how much progress has been made with regard to the second harbour at Munambam?

SHRI S. KRISHNA KUMAR: Sir, Cochin is one of the major harbours which was sanctioned a major fishing harbour also. The first-stage fishing harbour has already been completed and is in operation for several years. We have sanctioned Cochin Fishing Harbour Stage-II at a cost of Rs.77 lakh in December 1993 under the Central Scheme. A sum of Rs. 40 lakh has been released. Recently, they have tendered for the work and they have completed the survey and subsoil investigation. The second-stage harbour project is in progress. We also have a scheme to sanction the third stage of the Cochin project at Fort Cochin. This is at the stage of techno-economic feasibility studies.

As regards Munambam, land acquisition is almost complete. Approach road to breakwater is completed. Formation of South breakwater is upto 210 metres and formation of north breakwater is upto 600 metres. Construction of the bridge has commenced and is under progress. Work in respect of canteen services, provisions store, administrative office, etc. is also in progress. Tender for additional work has been issued. Government of India have released Rs. 227 lakh. Uptodate

expenditure is Rs. 435 lakh. Further funds will be released on request and on satisfying the Government of India that the work has sufficiently progressed.

SHRI RAM NAIK: Sir, Maharashtra has a long coastal line and it is one of the major fish catching straits. It has been indicated that the Sassoon Dock is under construction in the category of major fishing harbours.

Sassoon Dock is a very famous dock. There, fishing activities are going on far a very long time. I want to know why this project has not still been completed; what are the reasons for that; when it is likely to be completed; and what is the cost involved in that.

SHRI S. KRISHNA KUMAR : Sir, Sassoon Dock Fishing Harbour Project was sanctioned in the year 1977. Its estimated cost was Rs. 825 lakh. It is under construction. We have already released Rs. 623 lakh to the Bombay Port Trust. The cost estimate of the project is under revision by the Bombay Port Trust. We have set up a Central Monitoring Committee to monitor and review the progress of construction of the Harbour.

SHRI RAM NAIK: Sir, my question has not been replied. The project was started in 1977 and still it has not been completed. What is the reason for not completing it?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR): That is why we have set a Monitoring Committee to do the monitoring work. We have already released the money. It has gone to Bombay Port Trust. We are writing to them. We are trying to monitor it. I also do not like such delays. Delays will result in escalation of prices.

SHRI RAM NAIK: You take personal interest and do something.

[Translation]

**Indo-Australian Cooperation**

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\*185. SHRIMATI SHEELA GAUTAM:

SHRI RAJESH KUMAR:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether India and Australia have set up a joint working group for mutual cooperation in various areas of environment; and

(b) if so, the composition and functioning thereof?

[English]

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) No, Sir.

(b) Does not arise.

I suppose the hon. Member means Austria. Somehow it is printed as Australia. So, I am giving the answer pertaining to Australia. But, if it pertains to Austria, I am also willing to answer that.

[Translation]

SHRIMATI SHEELA GAUTAM: Mr. Speaker, Sir, I would like to know from the hon. Minister whether the Australia Fact Finding Mission visited India recently? If

so, whether Australia has agreed to provide its assistance under comprehensive economic cooperation plan regarding the environmental schemes. If so, the type of assistance likely to be provided to India by Australia for checking environmental pollution?

SHRI KAMAL NATH: The hon. Member wanted to know whether there is any joint working group with regard to Australia? In reply to her question I have stated that there is no working group as such.

SHRIMATI SHEELA GAUTAM: Did they come to India?

SHRI KAMAL NATH: When the Prime Minister of Australia visited India, an agro-climatic initiative was taken, under which a project of West Management Technology was discussed. The matter is still under negotiation, however, no agreement has been signed so far. At present no talk is being held with Australia to reach an agreement in the field of environment with it.

SHRIMATI SHEELA GAUTAM: Mr. Speaker, Sir, I would like to know whether the Australia Mission after conducting a survey in several parts of the country had proposed to implement a project for the restoration of ecological balance of Hussain Sagar lake in Hyderabad? If so, the phase in which the said scheme is at present? I would also like to know the wise details of the projects regarding pollution control being implemented in each state of the country with the assistance of Australia and the expenditure likely to be incurred on each such project and the phase in which the said projects are at present.

[English]

MR. SPEAKER: Well, you have replied, but you will repeat.

[Translation]

SHRI KAMAL NATH: As I have already stated that negotiations are being made with regard to the scheme of West Management Technology.

SHRIMATI SHEELA GAUTAM: The hon. Minister may please clarify the things regarding Hyderabad.

SHRI KAMAL NATH: The Australian Government is to appoint the consultants in this regard. There is a need to give a final shape to engineering design and technical aspects and implement the project. The West Management Technology project is for Hussain Sagar. As regards to other things between Australia and our country—Hon. Member may get the reply from the Finance Ministry.

SHRI RAJESH KUMAR: The hon. Minister stated that no negotiations were held—as it was asked in the question. I would like to know from the hon. Minister that keeping in view the fact that the Government has held talks with the Government of France and the Government of Germany, whether it also proposes to hold talks with Australia too?

SHRI KAMAL NATH: Talks have been held with France and Germany several times, so far as negotiations with Australia are concerned, I have personally talked to their Minister, however no agreement on bilateral basis has so far been signed. (Interruptions)

[English]

MR. SPEAKER: I think you have replied to this question.

### Integrated Poultry Development Projects

\*186. DR. KRUPASINDHU BHOI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government have sanctioned some Integrated Poultry Development Projects;

(b) if so, the details thereof; and

(c) the assistance given by the Government for this purpose, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR):

(a) No, Sir.

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

DR. KRUPASINDHU BHOI: On every agricultural question, the reply of the Minister is: 'Do not arise.' and 'No, Sir.' But it is reported in the Press time and again that the Government is determined to have Integrated Poultry Development Projects. But the Minister has denied it. So, basing on this, I want to know from the Minister whether he is thinking that the research project has to be started in different States basing on the geo-physical conditions of some areas in North-South. Generally, they are affected by gomborru disease in south Maharashtra and then they start doing blood testing. Basing on this, in the North due to humidity, summer and monsoon, they suffer from this disease. So, basing on this, is he thinking that the State Government should finance the research work and how this type of project should be implemented in different States?

SHRI S. KRISHNA KUMAR: As regards the first part of the Supplementary, I have answered it; I have said, "No". The Government does not

directly fund Integrated Poultry Development Projects. We had two schemes upto 1992-93, but as per the direction of the Planning Commission, we have given the two which are centrally sponsored schemes, to the State Governments; they had been transferred to the States. Now, the National Development Cooperative is funding Integrated Poultry Development Projects in the cooperative sector. I have complete statistics of the work that has already been done. The work of poultry development is done not only by the Central Government but also by the States; the States have research and extension programmes under the Poultry and Animal Husbandry Department. As far as the Central Government is concerned, we have four farms to produce chicken and distribute them to the Central Drug Farm, three Feed Analytic Laboratories, one Poultry Training Institution and four random sampling laboratories. This is the infrastructure.

About the disease, I have the details. The Government is aware of this disease; and we have taken a series of measures to curb the disease; and the research work is also going on in this field.

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR): I may add for the information of Dr. Bhoi, as he has specially taken interest in it, that ten integrated projects were opposed to be located - Puri-1; Dhenkanal-3; Ganjam-3; Sambalpur-2; and Sundergrh-1 at a total cost of Rs. 10.97 crores.

NCDC sanctioned three projects in September 1993 one each at Puri, Ganjam and Sambalpur at a cost of Rs. 335.80 lakhs. NCDC's share of assistance is Rs. 319.01 lakhs. The State Government has not so far given any assistance for these projects and claimed reimbursement from NDC. For the

remaining projects, the State Government has been advised to agree for the set price and submit society-wise proposals. The same are still awaited. Societies have not been registered. I may tell that we are very much aware of what the need is and Dr. Bhoi should take the initiative with the State Government there.

DR. KRUPASINDHU BHOI: I am very much thankful as the hon. Minister has given answer on the floor of the House for the benefit of all the Members. But again, I want to know about the Global Poultry Institute, likely to be set up near Bangalore and what will be its functions?

Dr. Panda, internationally famous Poultry Expert has given the details but still it is doubtful as to what will be the place of the project. I would also like to know whether in the Eighth Five Year Plan or Ninth Five Year Plan this will be included or not.

SHRI BALRAM JAKHAR: I will let you know later on.

[*Translation*]

SHRIMATI GIRIJA DEVI: Mr. Speaker, Sir, we have read many statements to the effect that there is a great scope of earning foreign exchange through increase in poultry farming. Though the Hon. Minister has not mentioned this thing in his reply, but he has made such statements on several occasions. I would like to ask about Bihar, which is faced with the problem of unemployment but also has a great scope of poultry farming. What action is proposed to be taken to provide parent stock for poultry farming there.

SHRI BALRAM JAKHAR: It depends on States. We implement the schemes submitted by various States and provide as much help as possible. Mr. Speaker, Sir, I will..... you and the House....

SHRI SURAJ MANDAL: Please let us know about the funds provided for poultry-farming and goat rearing under the tribal sub-plans.

SHRI BALRAM JAKHAR: We want to do it for you. You may take as much benefit as possible. We are ready to help. I feel it will be a good source of employment. We are making efforts to make it a good source of country-wide employment and prosperity but it depends on States. You submit the schemes. We will provide assistance.

[English]

### Foodgrains Production

+

\*188. SHRI S.M. LALJAN  
BASHA:

DR. K.V.R. CHOWDARY:

Will the Minister of AGRICULTURE be pleased to state:

(a) the total foodgrains production during 1993-94 in Kharif and Rabi seasons, separately, crop-wise and State-wise;

(b) the percentage of increase in production as compared to the last two years;

(c) the names of states where production is very low in excess;

(d) whether the shortfall of production has any impact on foodgrains price as well as on buffer stock;

(e) if so, the steps contemplated to neutralise the impact;

(f) the per capita availability of foodgrains on the basis of estimated mid-year population during 1991-92, 1992-93 and 1993-94; and

(g) the reasons for the decline in the per capita availability of foodgrains?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) to (g). A *Statement* is laid on the Table of the Sabha.

### STATEMENT

(a) Final estimates of production of various crops for 1993-94 have not yet become due from the States. However, as per present assessment, statement giving advance estimates of production of foodgrains for 1993-94—Statewise, cropwise and seasonwise, is annexed.

(b) The percentage increase in production of foodgrains during current year i.e. 1993-94 is likely to be 6.4% over 1991-92.

(c) Production of foodgrains during the last two years i.e. 1993-94 and 1992-93 was generally higher than that in 1991-92 in most of the States except in Andhra Pradesh, Kamataka, West Bengal and Uttar Pradesh where it was marginally lower.

(d) No, Sir. There has not been any adverse impact on price and bufferstock of foodgrains.

(e) Does not arise.

(f) The per capita net availability of foodgrains during 1991, 1992 and 1993 was 186.2, 171.5 and 170.0 kgs. per annum respectively.

(g) The marginal decline in per capita net availability of foodgrains during the last two years is attributed to relatively less increase in foodgrains production.

**ANNEXURE**  
As on 25-01-1994  
('000 Tonnes)

State/ Ut	Rice			Wheat			Jowar			Bajra			Maize			Rabi	Small Barley Mill- ets
	Kharif	Rabi	Total	Kharif	Rabi	Total	Kharif	Rabi	Total	Kharif	Rabi	Total	Kharif	Rabi	Total		
Andhra Padesh	5690	2300	7990	10	360	500	860	100	660	150	810	112	52				
Assam	3090	250	3330	100			0		10		10		5				
Bihar	4500	150	4650	3850	2		2	4	600	750	1350	90	39	35			
Gujarat	720		720	1450	198	90	288	760	325		325	23	15				
Harayana	2050		2050	7500	30		30	326	35		35						
Himachal Prd.	105		105	600			0		670		670	5	10	42			
Jammu & Kashmir	720		720	330			0	10	605		605		6	6			
Karnataka	2055	650	2705	150	781	900	1681	192	816	128	944	1567	72				
Kerala	900	180	1080		2		2					1	1				
Madhya Prd.	5620		5620	5200	1375	10	1385	125	1500		1500	6	305	86			
Maharashtra	2350	50	2400	900	4040	1750	5790	1500	250	30	280	250	142	2			
Orissa	6220	500	6720	60	20		20	6	210	15	225	220	40				
Punjab	7000		7000	12100			0	8	450		450			115			
Rajasthan	140	-	140	4700	415		415	1865	1300		1300		12	360			
Tamil Nadu	5200	1400	6600		338	450	788	250	47	23	75	300	100				
Uttar Prd.	9000	7	9007	19200	435		435	850	1700		1700	200	267	730			
West Bengal	8700	2900	11600	600			0		145		145	14	4	3			
Others	1450	110	1560	150	6		6	4	175		175	14	30				
<b>All India</b>	<b>65500</b>	<b>8497</b>	<b>75997</b>	<b>56900</b>	<b>8002</b>	<b>3700</b>	<b>11702</b>	<b>6000</b>	<b>9498</b>	<b>1101</b>	<b>10599</b>	<b>2802</b>	<b>1100</b>	<b>1497</b>			

Coarse Cereals			Tur	Other Kharif Pulses	Gram	Other Rabi Pulses	Kharif Pulses	Rabi Pulses	Total Pulses	Kharif Food- Grains	Rabi Food- Grains	Total Food Grains
Kharif	Rabi	Total										
1284	650	1934	103	200	40	450	303	490	793	7277	3450	10727
15	0	15	4		2	50	4	52	56	3099	402	3501
735	785	1520	80	78	149	530	158	679	837	5393	5454	10857
1321	90	1411	320	150	110	5	470	115	585	2511	1655	4166
391	120	511	50	5	300	15	55	315	370	2496	7935	10431
685	40	725		13	1	2	13	3	16	803	645	1446
621	6	627		17		4	17	4	21	1358	340	1698
3428	1028	4456	137	205	81	61	342	142	434	5825	1970	7995
4	0	4		4		14	4	14	18	908	194	1102
3311	96	3407	525	260	1900	500	785	2400	3185	9716	7696	17412
6182	1782	7964	820	830	350	40	1650	390	2040	10182	3122	13304
496	15	511	130	250	27	730	380	757	1137	7096	1332	8428
458	115	573	9	49	18	7	58	25	63	7516	12240	19756
3592	360	3952	13	450	1000	40	463	1040	1503	4195	6100	10295
1035	478	1513	100	325	3		425	3	428	6660	1881	8541
3452	730	4182	700	100	1000	900	800	1920	2700	13252	21557	35089
163	3	166	4	47	19	120	51	139	190	8914	3642	12556
229	0	229	4	20	2	28	24	30	54	1703	290	1993
27402	6293	33700	2999	3003	5002	3496	6002	8498	14500	98994	80193	179097



[Translation]

SHRI S.M. LALJAN BASHA: Mr. Speaker, Sir, as per the statement given by the hon'ble Minister, the average production of foodgrains has declined in Andhra Pradesh, Karnataka, West Bengal and Uttar Pradesh during 1992-93 and 1993-94. We have come to know from the reply given by him that Government's policy and the subsidy given on fertilisers...

MR. SPEAKER: It is a very good question. Do not confine it to Andhra Pradesh only. Please hurry up so that more people can ask questions in the short time left with us.

SHRI S.M. LALJAN BASHA: What are the reasons for the low production in Andhra Pradesh? If the production has declined due to fertilizers, then, has any schemes been formulated to give rebates to farmers with a view to increase production?

[English]

SHRI S. KRISHNA KUMAR: Sir, it is true that in spite of that the production of foodgrains which increased in the period between 1991-92 to 1993-94, generally, last year we had a marginal decline from the all time record of 1992-93.

In some States the foodgrains production during 1993-94 has declined marginally such as in Andhra Pradesh, West Bengal and Uttar Pradesh. The main reasons for the marginal decline generally during 1993-94 were that the monsoon rains during June to September have been marred by some aberrations such as floods in various parts of the country, significantly deficient in Bihar and

Uttar Pradesh during the first half of the season, and long dry spell in August and mid-September 1993 over North-West India. The relatively poor growth in consumption of fertilizer during the last few years has also had a very marginal curtailing effect on food production. (Interruptions)

[Translation]

SHRI S.M. LALJAN BASHA: Your new policy has been responsible for the hike in the price of fertilizers. The bag which earlier cost Rs.200 is now available at Rs. 500. Please formulate a scheme to bring it down in order to increase production.

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR): Mr. Speaker, Sir, I know that the remunerative prices offered to compensate it are still proportionately higher I am aware of it and have also mentioned it. The efforts are also being made to remove the imbalance in the use of fertilizers. The use of DAP and MOP has decreased a little. Urea has been more in use because its price has come down but this too is not good. By making their prices proportionately at par. The farmers will be taught to use them in such a manner as may help in maintaining the productivity of the farmers and make things run smoothly.

[English]

DR. K.V.R CHOWDARY: The Minister has mentioned in the statement that "the per capita net availability of foodgrains during 1991, 1992 and 1993 was 186.2, 171.5 and 170Kg". It is decreasing every year. The population is growing every year but the availability of foodgrains per capita is decreasing. I like

to know the steps he is taking to increase food production and per capita consumption also.

MR. SPEAKER: Good question.

SHRI BALRAM JAKHAR: The question is regarding the availability of foodgrains. We have ample stocks of over 22 million tonnes. The question is, what the calorific effect is. From 1200 calories today we have reached 2400 calories per head. There is no question of deficiency. It is only a question of the quality of food which has to improve. But about 20 million people are being added to the population and we have to see that we have to expand the irrigation potential. That is why I am trying to come up with an expansion of the irrigation potential. That is why I am trying to come up with an expansion of the irrigation potential and 50 percent subsidy is being provided for that every thing, for propagation of drip and sprinkler irrigation so that we can utilise the water to the maximum possible extent.

SHRI S.M. LALJAN BASHA: Mr. Speaker, Second Supplementary.

MR. SPEAKER: You have only one Supplementary.

SHRI JASWANT SINGH: The statement on the question proper is both confusing and contradictory. Twice it is asserted that the foodgrains production has gone up; yet when it is indicated that the per capita net availability has actually had a decline of about six to seven percent, this is attributed to lower production. Therefore, the Minister must first reconcile this and secondly explain that if the per capita, net availability of foodgrains has declined by six to, seven percent, what is the point of having a

buffer stock of 22 million tonnes? Why do they not lift from the buffer stocks, so that the per capita availability of foodgrains does not decline?

SHRI BALRAM JAKHAR: It is a simple question and I have replied to it. The availability of stock is there and it is being released. There is no dearth of foodgrains at all. It is a question that you cannot make the people eat more than what they require because the calorie consumption is much more than that; it is doubled. It is 2400 calories today instead of 1200 calories earlier.

SHRI JASWANT SINGH: We are not speaking of growth. We are talking of net availability and net availability by the Minister's own figure had declined over the past three years by six to seven percent. I am asking why is there a decline when the Government has got a buffer stock?

SHRI BALRAM JAKHAR: There is no question of that.

SHRI S. KRISHNA KUMAR: The per capita availability has been steadily increasing. (*Interruptions*)

SHRI JASWANT SINGH: By how much has it been increasing?

SHRI S. KRISHNA KUMAR: In 1992-93 it had come down.....

SHRI JASWANT SINGH: Mr. Speaker, Sir, I object. In the written reply they have themselves admitted it. (*Interruptions*)

SHRI S. KRISHNA KUMAR: There is a shortfall. We have admitted that there is a decline in the production when

compared to the all-time high of 1992-93. The population has been increasing at 2.2 percent on compound rate but food production has been increasing at the rate of 2.97 percent. Therefore, the increase in food production exceeds the increase in population, as far as agriculture in India is concerned, when the compound growth rate for the last decade is taken into account.

### WRITTEN ANSWERS TO QUESTIONS

[English]

#### Egg Production

\*187. SHRI C. P. MUDALA GIRIYAPPA: Will the Minister of AGRICULTURE be pleased to state:

(a) the estimated production of eggs during the last three years, state-wise;

(b) the per-capita consumption of eggs in the country;

(c) the steps taken by the Government to increase the per-capita consumption of eggs; and

(d) the assistance provided to the States for the purpose, State-wise?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR): (a) A *Statement* has been attached.

(b) The per-capita consumption of eggs in the county was around 26 during 1992-92.

(c) Ministry of Agriculture is primarily concerned with the production of eggs.

(d) Does not arise.

### STATEMENT

(a) *Statewise estimated egg production in the country during the last 3 years is as under:*

(million numbers)

Sl. No.	States/UTs	1990-91	1991-92	1992-93 (Provisional)
1.	Andhra Pradesh	3829	3812	3862
2.	Arunachal Pradesh	7	5	31
3.	Assam	405	422	434
4.	Bihar	1335	1378	1413
5.	Goa	92	92	92
6.	Gujarat	412	459	473
7.	Haryana	490	507	517
8.	Himachal Pradesh	53	58	70
9.	Jammu & Kashmir	283	294	302

Sl. No.	States/UTs	1990-91	1991-92	1992-93 (Provisional)
10.	Karnataka	1285	1336	1359
11.	Kerala	1550	1710	1774
12.	Madhya Pradesh	1016	1040	1068
13.	Maharashtra	2098	2145	2291
14.	Manipur	65	67	67
15.	Meghalaya	67	67	70
16.	Mizoram	19	19	2
17.	Nagaland	40	41	38
18.	Orissa	424	509	495
19.	Punjab	1820	1928	2165
20.	Rajasthan	281	317	330
21.	Tamil Nadu	2551	2703	2845
22.	Tripura	34	37	39
23.	Uttar Pradesh	519	536	566
24.	West Bengal	2279	2327	2330
25.	Sikkim	13	13	14
26.	A & N Islands	39	43	45
27.	Chandigarh	36	37	38
28.	Dadra & Nagar Havli	5	6	7
29.	Delhi	55	59	60
30.	Lakshadweep	3	4	4
31.	Pondicherry	10	13	11
32.	Daman & Diu	2	2	3
Total		21,115	21,984	22,913

[Translation]

**Protection of Oysters**

189. SHRI CHANDRESH PATEL:  
Will the Minister of ENVIRONMENT AND  
FORESTS be pleased to state:

(a) whether the Union Government  
have made any arrangements for the  
protection of oysters of the cultured pearls  
found only in Marine National Park zone  
near Positra in Jamnagar district of  
Gujarat;

(b) if so, the details thereof;

[English]

(c) if not, the reasons therefor;

### Damage to Crops

(d) the measures contemplated by the Government to breed, develop and protect these oysters in other seawater zones;

\*190. SHRI RABI RAY: Will the Minister of AGRICULTURE be pleased to state:

(e) whether any suggestions have been received from any quarter in this regard; and

(a) whether the American Serpentine Leaf minor 'Liriomyza Trifolia' is suspected to have been introduced in India in 1990-91 through imported Chrysanthemum cuttings;

(f) if so, the details thereof and the action taken thereon?

(b) if so, the details thereof;

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT & FORESTS (SHRI KAMAL NATH): (a) In order to protect the rich marine flora and fauna, which includes pearl oysters in the Gulf of Kutch, Govt. of Gujarat has constituted a Marine National Park and a Marine Sanctuary.

(c) whether it had already damaged many crops in different States of the country;

(d) whether ICAR scientist have brought to the notice of the Government the potential damage caused by the new pest two years ago; and

(b) and (c). A *Statement* is attached.

(e) if so, the details thereof?

(d) to (f). Information in this regard has been called from the State Governments and will be laid on the Table of the House.

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR): (a) and (b). Yes, Sir. Although reports indicate about the introduction of American Serpentine Leaf Miner in India during 1990-91 through imported Chrysanthemum cuttings, there was no import of Chrysanthemum cuttings during that year.

### STATEMENT

(c) No, Sir.

Government of Gujarat has declared 162 sq. km. area of Gulf of Kutch as Marine National Park and 450 sq.km. as Marine Sanctuary stretching between Okha upto Navlakhi on Jamnagar coast including 41 Islands for protection and development of the rich marine flora and fauna of the region. This includes pearl oysters also which is classified as vulnerable. In the Sanctuary and Marine Park area, this species is given maximum legal protection.

(d) and (e). The survey carried out by the Committee consisting of Scientists of I.C.A.R. and Directorate of Plant Protection, Quarantine and Storage, in certain areas of Karnataka, Andhra Pradesh and Maharashtra observed incidence of this pest on certain fruit crops, vegetables, ornamental and weed plants.

**Railway Production Units**

(d) if so, the details thereof?

\*191. DR. ASIM BALA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway production units have reached at the target achievement level;

(b) if so, the details for the last three years;

(c) whether there are any sick units; and

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir. All the production units are producing to targets during the current year except for Diesel Component Works, Patiala where the production suffered due to unprecedented floods.

(b) A *Statement* is attached.

(c) No, Sir.

(d) Does not arise.

**STATEMENT**

(b) *Details are as follows:—*

Production Units	Item	1990-91		1991-92		1992-93	
		T	A	T	A	T	A
Chitranjan Locomotive Works (West Bengal)	Electric Locomotives	100	110	05	115	120	125
	Diesel Locomotives	44	44	44	45	30	30
Diesel Locomotive Works, Varanasi	Diesel Locomotives	140	147	150	150	145	151
Integral Coach Factory, Perambur Madras	Coaches and Electrical Multiple Units	1000	1013	1000	1016	1035	1023
Rail Coach Factory, Kapaurthala, Punjab	Coaches	500	600	750	915	1000	1115
Diesel Component Works, Patiala, Punjab.	Diesel Locomotive Rebuilding	24	26	48	53	72	73
Wheel & Axle Plant, Yelahanka, Bangalore.	Wheels	60000	47139	66000	69632	77000	80129
	Axles (in Box 'N' Units)	32000	31912	32000	43624	47500	49503

T—Target

A—Actual

**Integrated Pest Management**

\*192. SHRI BOLLA BULLI  
RAMAIAH:  
SHRI D. VENKATESWARA  
RAO:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether India and FAO have signed a project agreement for FAO/GCP Inter-country Programme for the Development and application of Integrated Pest Control;

(b) if so, the main features of the programme;

(c) the extent to which the project will support the development of Integrated Pest Management amongst the member countries; and

(d) the time by which the agreement is likely to be implemented?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR): (a) Yes, Sir. India and Food and Agriculture Organisation (FAO) have signed a project agreement for a Food and Agriculture Organisation/Government Cooperative Programme (FAO/GCP) Inter County Programme for the Development and application of Integrated Pest Control in Rice in South and South-East Asia.

(b) and (c). The project will be executed by the FAO in Bangladesh, Cambodia, China, Indonesia, Lagos, Malaysia, Philippines, Sri Lanka, Thailand, Vietnam and India over a period of five years with financial support from the Netherlands, Australia and Switzerland.

The project will support the development of Integrated Pest Management (IPM) in member countries by facilitating exchange of information and expertise among the members, testing and adoption of IPM in the field, providing training for trainers and giving other assistance to ensure effective application of the IPM by the rice farmers.

(d) The agreement is already under implementation from April, 1993.

**Scarcity-Hit areas**

\*193. SHRI SHRAVAN KUMAR PATEL: Will the Minister of AGRICULTURE be pleased to state:

(a) the names of districts in Madhya Pradesh, Gujarat, Rajasthan and other States declared scarcity-hit this year;

(b) the Central aid sought by the State Governments as relief for these areas; and

(c) the response of the Union Government thereto?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR): (a) to (c). While the State Governments of Andhra Pradesh, Bihar, Madhya Pradesh, Maharashtra, Karnataka and Orissa have reported drought conditions in some parts in varying degrees, the States of Gujarat and Rajasthan have declared drought in the following districts during 1993-94:—

**Gujarat:**

(1) Kutch (2) Jamnagar (3) Junagadh (4) Rajkot.

**Rajasthan:**

[Translation]

(1) Ajmer (2) Alwar (3) Banswara (4) Barmer (5) Bhilwara (6) Bikaner (7) Bundi (8) Chittore (9) Churu (10) Dausa (11) Dholpur (12) Dungarpur (13) Ganganagar (14) Jaipur (15) Jaisalmer (16) Jalore (17) Jhunjhunu (18) Jodhpur (19) Nagaur (20) Pali (21) Rajsamand (22) Sirohi (23) Sawai Madhopur (24) Tonk (25) Udaipur.

Earlier, Government of Uttar Pradesh had declared 40 districts as drought affected due to scanty rains in the months of July and upto August 15, 1993. However, due to good rains in the last week of August and excess rains in September 1993, drought like conditions no longer prevail.

The following assistance was sought for relief measures in the wake of drought conditions during 1993-94:—

State	Rs. in crores
Bihar	419.87
Karnataka	150.00
Uttar Pradesh	203.10

Under the existing arrangements effective from 1st April, 1990, the State Governments are required to undertake relief measures using the corpus of the Calamity Relief Fund (CRF). Keeping in view the difficulties of the State Governments and magnitude of calamities, some instalments from the Central share of CRF are released in advance. However, programmes for mitigating drought conditions can be taken up under different on-going schemes of the Central Government for agriculture and rural development.

**SPDAS Centres**

\*194. SHRI PREM CHAND RAM:  
SHRI DWARKA NATH DAS:

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

(a) the amount of Central assistance being given to States by the Union Government for setting up of centres under the Sports Project Development Area Scheme;

(b) the number of proposals received to set up such centres, State-wise;

(c) the number of proposals cleared so far; and

(d) the number of pending proposals and the time by which these are likely to be cleared?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) The Department of Youth Affairs and Sports provides Central assistance equivalent to 50% of the cost of development of sports infrastructure for setting up a SPDA Centre subject to a maximum of Rs. 75 lakhs. However, in respect of a Centre situated in hilly areas, the Central assistance is 75% of the cost subject to the same ceiling.

(b) Fifty four proposals have been received for setting up SPDA Centres at various places in the country. The State-wise details are given in the *Statement* attached.

(c) Forty three proposals have been



cleared by the Union Government as indicated in the Annexure enclosed.

proposals are Eleven which are likely to be cleared by VIII Five Year plan Period, subject to availability of funds and suitability of the available infrastructure.

(d) The total number of pending

### STATEMENT

Sl. No.	States/UTs	No. of Proposals for SPDA received	Proposals cleared
1.	Andhra Pradesh	4	3
2.	Arunachal pradesh	1	Nil
3.	Assam	2	1
4.	Bihar	3	3
5.	Delhi	Nil	Nil
6.	Goa	1	1
7.	Gujarat	3	3
8.	Haryana	1	1
9.	Himachal Pradesh	1	1
10.	Jammu & Kashmir	1	1
11.	Karnataka	2	2
12.	Kerala	2	2
13.	Madhya Pradesh	4	4
14.	Maharashtra	4	4
15.	Manipur	Nil	Nil
16.	Meghalaya	1	1
17.	Mizoram	Nil	Nil
18.	Nagaland	1	1
19.	Orissa	2	2
20.	Punjab	2	2
21.	Rajasthan	3	3
22.	Sikkim	Nil	Nil
23.	Tamil Nadu	3	2
24.	Tripura	Nil	Nil
25.	Uttar Pradesh	10	3

Sl. No.	States/UTs	No. of Proposals for SPDA received	Proposals cleared
26.	West Bengal UTs	2	2
27.	Andaman & Nicobar	Nil	Nil
28.	Chandigarh	1	1
29.	Dadra & Nagar Haveli	Nil	Nil
30.	Daman & Diu	Nil	Nil
31.	Lakshadweep	Nil	Nil
32.	Pondicherry	Nil	Nil
	Total	54	43

[English]

### **Drought Relief Assistance**

\*195. SHRI SOMJI BHAJ DAMOR:  
Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government have released any special drought aid from the Central funds;

(b) if so, the scheme and programmes under which such assistance has been released;

(c) the names of the States to be benefited under the said scheme;

(d) whether this will be an additional aid to State besides budgetary assistance; and

(e) if so, the details thereof?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR): (a) to (e). Under the existing arrangement in force since 1st April, 1990, the State Governments are required to meet expenditure on relief and rehabilitation in the wake of natural calamities including drought from the corpus of the Calamity Relief Fund (CRF). The CRF is contributed by the Central and State Governments in the ratio of 3:1. Keeping in view the difficulties of the State Governments and the magnitude of calamities, some instalments from central share of Calamity Relief Fund are released in advance.

While some programmes taken-up under different schemes of rural and agricultural development also contribute to mitigation of drought conditions, the Centrally Sponsored Schemes of Drought Prone Areas Programme and Desert Development Programme implemented in identified areas specifically focus on drought proofing, restoration of ecological balance and controlling of desertification.

**Horticultural Products**

\*196. SHRI GEORGE  
FERNANDES:

SHRI SULTAN SALAHUDIN  
OWAISI:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government propose to launch any scheme to enhance the export potential of horticulture products;

(b) if so, the details thereof; and

(c) the measures taken by the Government for improving the infrastructural facilities and encouraging the private entrepreneurs to set up floriculture, mushroom and aquaculture units?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR): (a) and (b). While various horticulture development schemes focussing on area expansion, supply of high quality planting material, extension of improved technology and better management practices have the potential of contributing to the exportability of horticultural products, a specific programme of export enhancement for horticultural produce with components of infrastructure facilities, export oriented production and export promotion and market development is currently in the process of formulation.

(c) Under the on-going schemes of National Horticulture Board (NHB) and Agricultural and Processed Food Export Development Authority (APEDA), there are components for assisting units, both

public and private, engaged in horticultural production, including floriculture and mushroom for creating/improving infrastructural facilities such as specialised transport units, cold chain system, grading and packaging, etc.

In the field of aquaculture, seed production facilities have been set up in public sector and subsidy is made available to private sector for setting up such units. Assistance is also provided to State for setting up infrastructure facilities for inland fish marketing.

407 Fish Farmer Development Agencies and 37 Brackishwater Fish Farmer Development Agencies have been sanctioned for providing technical assistance and subsidy for freshwater and brackishwater aquaculture respectively.

**U.G.C. Grants**

\*197. SHRI RAMESH CHENNI-THALA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether any review has been made of the method of deciding the quantum of grants of the University Grants Commission to various Universities and Colleges;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) to (c). All recognised Universities and Colleges in the country are eligible to receive Plan grants under UGC schemes. The UGC gives assistance under the schemes on the

basis of criteria and norms specified in the schemes. The UGC reviewed all its schemes and criteria/norms thereunder in 1993.

Central Universities, Delhi and BHU Colleges and some Deemed Universities receive maintenance grant from UGC in non-plan. The UGC appointed a Committee in November, 1992 to review and suggest a rationalised system of determining non-Plan grant and the report was considered by UGC in February, 1994. Decisions on individual recommendations will be taken by the Government and UGC in due course.

#### **Admission Test for Children**

\*198. SHRI MANORANJAN  
BHAKTA:  
SHRI BAPU HARI  
CHAURE:

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

(a) whether children are made to undergo admission tests and interviews in several schools at the age of three or four years when they do not even know what they are required to perform;

(b) whether the Government have received any suggestions to change this system;

(c) if so, the action being taken thereon; and

(d) whether the National Council of Education Research and Training propose to review this procedure and suggest some alternatives to the Government?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) Yes, Sir.

(b) to (d). A National Advisory Committee constituted to suggest ways and means to reduce academic burden on school students has, inter-alia, recommended that the practice of holding tests and interviews for admission to nursery class be abolished. More-over, a group set-up in the Ministry of Human Resource Development to examine the feasibility of implementation of the recommendations of the National Advisory Committee has suggested that the minimum age of admission to pre-primary classes and in primary classes should be reconsidered for being raised by one year. These reports have been circulated to all States/UTs to evolve a national consensus.

The National Council of Educational Research and Training has already reviewed the matter and has recommended that admission tests at the early childhood stage be abolished and minimum age of entry to pre-primary programme should be 3 1/2 years and for Class I 6 + years.

#### **Preservation of Himalayas**

\*199. SHRI GOPI NATH  
GAJAPATHI:  
MAJ. GEN. (RETD.)  
BHUVAN CHANDRA  
KHANDURI:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the various factors responsible for the growing ecological degradation of the Himalayas;

(b) the schemes drawn up by the Government to implement programmes for the integrated development of this region;

(c) the funds earmarked to refer for the Eighth Plan Period;

(d) whether some projects have been cleared for the improvement of environment in the Himalayan region under the United Nations Programme;

(e) if so, the details thereof alongwith the funds received project-wise; and

(f) the time by which the work on these projects is likely to be started?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH):

(a) The main factors include population pressure, denudation of vegetal cover, soil erosion, alteration of water regimes, eutrophication of water bodies, inherent geological instability accompanied by land slides, haphazard developmental activities etc.

(b) Government have drawn up various major schemes like establishment of G. B. Pant Institute of Himalayan Environment & Development, Action-oriented Research, Development and on Extension Programme; setting up of protected areas for conservation of flora and fauna; regulation of developmental activities to avoid ecological damage; strict enforcement of Forest Conservation Act, 1980; and deployment of Eco-Task Forces of ex-servicemen to undertake afforestation, and soil and water management work in highly degraded and difficult areas. Apart from these, the

National Afforestation & Eco-development Board of the Ministry of Environment & Forests, National Wastelands Development Board of the Department of Rural Development, Hill Area Development Programme of the Planning Commission and various programmes of other Central Government Departments/Ministries cover the Himalayan region.

(c) No separate allocation has been made exclusively for the Himalayan region as a whole. However, for Govind Ballabh Pant Institute of Himalayan Environment and Development and for Action Oriented Research Programme which covers Himalayas only outlay of Rs. 20 crores and 2 crores respectively have been provided during 8th Plan.

(d) No Sir.

(e) and (f). Do not arise.

*[Translation]*

### Navodaya Vidyalayas

\*200. SHRI N.J. RATHVA:

DR. LAXMINARAYAN PANDEYA:

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

(a) whether any review of the functioning of Navodaya Vidyalayas has been made recently;

(b) if so, the details thereof, with special reference to Gujarat and the steps taken by the Government in this regard; and

(c) the expenditure incurred on mid-day meals provided to the students of the Vidyalyayas during the last three years, year-wise?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) and (b)-No, Sir. The Programme of Action on the National Policy on Education has envisaged a comprehensive review of the Scheme after Vidyalyayas have been established and consolidated in all districts of the Country. Since about 100 districts are yet to be covered by the Scheme, which is planned in the next 2-3 years, the comprehensive review is not yet due. In the meantime, several measures have been taken to strengthen the management of the Vidyalyayas throughout the country, including Vidyalyayas in Gujarat.

(c) There is no separate mid-day Meal Scheme as all Navodaya Vidyalyayas are residential school providing free boarding and lodging to all the students.

[English]

#### Shooting Inside Red Fort

1989. SHRI PARASRAM BHARDWAJ: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether a Film Unit was allowed to shoot inside the Red Fort in the Third Week of January, 1994 though permission had been granted to shoot only the exteriors;

(b) if so, the details thereof; and

(c) the details regarding such permission to shoot inside a protected monument as per the Monument Act?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b). Yes, Sir. The Archaeological Survey of India had granted permission for filming to M/s. Numero Uno International, Bombay to shoot the monument of Red Fort from the exterior only. However film makers shot scenes from some of the interior parts as well.

(c) As per the Ancient Monuments and Archaeological Sites and Remains Act, 1958 read with Rules 1959 (clauses 42, 43 & 44) permission to film a centrally protected monument from the exterior can be granted. No filming of the interior of any monument is allowed unless the film is of an educational nature.

#### ICDS Schemes

1990. SHRIMATI VASUNDHARA RAJE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the details of the Child Development schemes being implemented with the Central and external assistance in Rajasthan; and

(b) the achievements made under these schemes during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF WOMEN AND CHILD DEVELOPMENT)

(SHRIMATI BASAVA RAJESHWARI): (a) A number of Child Development Schemes including Integrated Child Development Services (ICDS), Balwadi Nutrition Programme (BNP), Scheme of Creches/Day-Care Centres (Creches) and Early Childhood Education (ECE) Programme are being implemented in the State of Rajasthan. The Schemes of BNP, Creches and ECE, being implemented through voluntary organisations, are funded through Central assistance. ICDS is primarily funded through Central and State funds though external assistance is being received in the form of support for equipment and vehicles from United Nations International Children's Fund (UNICEF) and feed commodities from cooperative for American relief Everywhere (CARE) and World Food Programme (WFP) in the State of Rajasthan.

(b) A total number of 6.48 lakh beneficiaries during 1990-91, 7.78 lakhs beneficiaries during 1991-92 and 6.59 lakh beneficiaries during 1992-93 have been covered under the ICDS Scheme in the State of Rajasthan. Further, about 8300 children under the BNP and about 17400 children under the Scheme of Creches have been covered during each of the last three years. In addition, about 9800 children during 1990-91, 10500 children during 1991-92 and 9800 children during 1992-93 have been covered under the ECE Programme.

### Science Museum

1991. SHRI GOPI NATH GAJAPATHI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Museum Association of India has requested the

Government to declare "Science Museums" as scientific organisation; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b). All Science Museums are declared as Scientific organisations even though there is no such request from the Museum Association of India.

### Starvation Deaths

1992. SHRI N. J. RATHVA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether incidents of starvation deaths from different States particularly from tribal areas have come to the notice of the Government;

(b) if so, the number of starvation death cases reported during 1993-94, State-wise; and

(c) the measures adopted to check starvation deaths?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) and (b). No incidents of starvation deaths have been reported by any State Government during 1993-94.

(c) The measures undertaken by

the State Governments to prevent starvation deaths include:—

- (i) employment generation programme;
- (ii) supply of safe drinking water;
- (iii) revamping Public distribution System in remote areas;
- (iv) special nutrition programme for children and lactating mothers; and
- (v) old age pension.

#### **Development Projects of Maharashtra**

1993. SHRI MANIKRAO HODLYA GAVIT: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state the names of the projects cleared from forest and environment angles which were received from Maharashtra during last three years?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): A *Statement* showing the names of the projects approved under the Forest (Conservation) Act, 1980 and/or cleared from the environment angle received from the State Government of Maharashtra since 1.3.1991 is annexed.

#### **STATEMENT**

S. No.	Name of the proposal
1.	<i>Approved under the Forest (Conservation) Act, 1980 (excluding proposals below 5 ha. approved by the Regional Chief Conservator of Forests, Bhopal under the powers delegated to him).</i>
1.	220 KV DC line—Kohlapur to Sindhudurg.
2.	Percolation Tank at village Borajanti Taluka Chopada.

#### **S. No. / Name of the proposal**

3. Laying of Transmission line.
4. Jam River Irrigation Project.
5. Minor Irrigation Tank at Sangavi.
6. Construction of Kanari-Gawahiwadi Dhangawada Road.
7. Konkan Railway Project.
8. Minor Irrigation Tank at Vadri.
9. Kumbhi Irrigation Project.
10. Chitri Medium Irrigation Project.
11. Construction of bye-pass Railway line of Manikgarh-Chandur.
12. Construction of Chandrapur-Padagha Transmission line.
13. Construction of Pandharamathi-Wadajali Road.
14. Construction of Minor Irrigation Project Tank at Ambit.
15. Jangamhatti Medium Irrigation Project.
16. Laying of pipeline and construction of service road at Pune.
17. Construction of Minor Irrigation Tank at Dhanoli Nasik.
18. Rehabilitation of Sardar Sarovar project oustees.
19. Laying of Transmission line Koyna Lorikand.
20. Diversion of forest land for Gul River Project.
21. Renewal of mining lease (64 quarries).
22. Construction of Pillandri Minor Irrigation Tank.
23. Renewal of traditional stone quarry at Kolhapur.



S. No.	Name of the proposal	S. No.	Name of the proposal
24.	400 KV Koya-Karad Double Circuit Transmission line.	16.	Construction of an Approach/Bridge Service Berth at Jawaharlal Nehru Port Trust.
<i>II. Cleared from the Environmental Angle</i>		17.	Hovercraft Ferry Service on cross Harbour routes of Bombay from Jamshedji Bunder, Bombay.
1.	Mugoli Opencast Project.	18.	Installation of Vessel Traffic Management System (VTMS) at Bombay Port Trust.
2.	Padampur Opencast Project.	19.	Beach Resort Project of Krishnali at Bhandarpule, Ganapatipule, District Ranagiri, Maharashtra.
3.	Gondegaon Opencast Project.	20.	Hotel Project at Bandra Land's end, Bombay (Maharashtra).
4.	Bellora Opencast Project Phase-I.	21.	Construction of a ramp and platform for hovercraft service at Gateway of India, Bombay (Maharashtra).
5.	Pimpalgaon Opencast Project.	22.	Construction of a Telephone Exchange Building at Cuffe Parade, Bombay (Maharashtra).
6.	Talwasa Opencast Project.	23.	Construction of School Building at Cuffee Parade, Bombay under CRZ Notification. (Maharashtra).
7.	Construction of New and All Weather Jetty at Elephanta Island.	24.	Konkan Railway Project (Inter-State Project-Maharashtra, Goa, Karnataka).
8.	Sassoon Fishery Harbour—Construction of facilities by Fishery Survey of India requiring water frontage.	25.	Upper Wardha Project.
9.	Construction of Godown by FCI at Sholapur.	26.	Punand Irrigation Project.
10.	Construction of Shore Facilities in Sassoon. Dock in Bobay Port Trust Harbour Area.	27.	Arunavati Project.
11.	Reconstruction of Shed Nos. 3 & 4 at Hey Bunder in Bombay Port Trust.	28.	2000 MW Dabhol Gas Based Power Project.
12.	Construction of Shed Nos. 14 & 15 at Indira Dock at Bombay Port Trust.		
13.	Construction of building accommodation Dock Master at Indira Dock and his crew at BPT.		
14.	Construction of additional floor over the Ballard Pier Terminal Building for Vessel Traffic Management System (VTMS) of Bombay Port Trust.		
15.	Construction of Drama Opera Theatre by National Centre for the performing Arts at Bombay.		

[Translation]

#### Sale of Rail Coaches

1996. SHRI SURENDRA PAL PATHAK: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have evolved any scheme to sell rail coaches in international market in order to earn foreign exchange;

(b) if so, the details thereof;

(c) whether certificate from the International Standards Organisation has been obtained for the export of the coaches; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) No, Sir. However, manufacturing units have been quoting against global tenders to enter into export market.

(b) Does not arise.

(c) Inspection from any agency as per the terms of the contract is acceptable before despatch of coaches.

(d) Does not arise.

[English]

### **Forestry Management**

1997. SHRI SANAT KUMAR MANDAL: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether attention of the Government has been drawn to the news-item captioned "Forestry Management Obsolete" appearing in the Business Standard, Calcutta dated February 9, 1994;

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

(c) whether there is any plan under consideration to update the Government management of forestry; and

(d) if so, the broad features thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) Yes, Sir.

(b) Views expressed in the news item do not conform to the deliberations of the workshop and provisions of the National Forest Policy, 1988.

(c) and (d). Government are constantly endeavouring to update technology and management practices relating to forestry with a special focus on participatory management.

### **Seating Arrangement at Platforms**

1998. PROF. SUSANTA CHAKRABORTY: Will the Minister of RAILWAYS be pleased to state;

(a) whether the Government are aware the passengers are facing hardships in the absence of any seating arrangements at Howrah Platforms;

(b) if so, the details thereof; and

(c) the steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) to (c). In view of the tremendous rush of passengers during the peak hours at Howrah Station, placement of benches/seats on the platforms will cause a severe bottleneck to the free and quick movement of

commuters. However sufficient seating arrangements have been made in the concourse and the waiting hall for waiting travellers.

### **Bhartiyam Gram**

1999. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to refer to the reply given to Unstarred Question No. 3879 on March 23, 1993 regarding Bhartiyam Gram and state:

(a) the nature of action taken against the persons found guilty; and

(b) the steps contemplated to avoid such recurrence?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS SHRI MUKUL WASNIK: (a) It has been decided that the Report of the Chief Technical Examiner be discussed by full Committee of SOC to arrive at a conclusion regarding the action to be taken against the officers.

(b) As per the advice of CVC, necessary instructions have been issued to all concerned that future construction works of Department of Youth Affairs and Sports and Sports Authority of India should be got done only under competent technical guidance and supervision or through established Engineering organisation.

### **Renewal of Railway Passes**

2000. SHRI JITENDRA NATH DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether the freedom fighters have to renew their railway passes from the Railway Divisional office every year;

(b) if so, the reasons therefor;

(c) whether the Government propose to remove this condition; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) Yes, Sir.

(b) The procedure of renewal enables deletion, on an annual basis, of the beneficiaries who are no longer alive, and also to maintain annual financial accountal.

(c) No, Sir.

(d) Does not arise.

### **Global Railway Network**

2001. MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the government have received any proposal for linking India to its neighbouring countries under the Development Plan of Global Railway Network launched by the International Railway Organisation;

(b) if so, the details thereof; and

(c) the steps being taken by the Government in this regard?

THE MINISTER OF STATE IN THE  
MINISTRY OF RAILWAYS (SHRI K.C.  
LENKA): (a) No, sir.

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

#### **Retiring Rooms Facility in Kerala**

2002. SHRI THAYIL JOHN  
ANJALOSE: Will the Minister of  
RAILWAYS be pleased to state:

(a) the names of the railway  
stations in Kerala where retiring rooms  
have been constructed during 1992-93  
and 1993-94; and

(b) the names of stations where  
such facilities are proposed to be  
provided during 1994-95?

THE MINISTER OF STATE IN THE  
MINISTRY OF RAILWAYS (SHRI K.C.  
LENKA): (a) Kasaragod and Guruvayur.

(b) Works in this regard will be  
taken up wherever so warranted by the  
requirements of passenger traffic subject  
to availability of funds.

#### **National Zoological Park**

2003. SHRI R. SURENDER  
REDDY: Will the Minister of  
ENVIRONMENT AND FORESTS be  
pleased to state:

(a) the total number of animals kept  
in the National Zoological Park, Delhi,  
Species-wise;

(b) whether the Delhi Municipal  
Corporation has been charging a flat  
rate of Rs. 3.5 lakhs per month as water  
charges for the last four years from the  
Zoological park;

(c) the reasons for charging at a  
high rate and also at a flat rate;

(d) whether these charges have  
been paid regularly by the zoo authorities;

(e) if not, the reasons therefor;

(f) whether his Ministry is aware that  
there is only one veterinary doctor to look  
after the sick animals of the zoo and a  
number of inmates often die for lack of  
adequate facilities and medical  
equipment; and

(g) if so, the steps taken by the  
Government to provide adequate medical  
facilities to the inmates of the zoo?

THE MINISTER OF STATE OF  
THE MINISTRY OF ENVIRONMENT  
AND FORESTS (SHRI KAMAL NATH):  
(a) The total number of animals in  
National Zoological Park (NZN), Delhi, as  
on 31st December 1993, is as under:

Description	No. of Species	No. of Specimens
Mammals	51	483
Birds	80	666
Reptiles	14	61
Total	145	1210

(b) The Municipal Corporation of  
Delhi has been charging from National  
Zoological Park, Delhi a flat rate of

Rs. 3.23 lakhs per month as water charges with effect from May, 1991.

(c) The Municipal Corporation of Delhi has not installed necessary water meters at National Zoological Park to measure the actual consumption of water per month. They have also put National Zoological Park under Category 3 and treated it at par with factories, cinema etc. Consequently, they have been charging NZP at high rate and also at a flat rate.

(d) and (e). National Zoological Park has paid the charges at the flat rate of Rs. 3.23 lakhs upto September, 1992. The payment of bills from October, 1992 onwards is pending the final disposal of the request made by the NZP to instal water meters and charge the zoo on the basis of actual consumption of water per month, and also to treat the zoo as Category No. 1 (that is, for applying domestic rates).

(f) and (g). There are two posts of Veterinary Officer in National Zoological Park, one of which is lying vacant at present and action has already been initiated to fill up the vacancy. Necessary medical facilities are available at the Zoo for the treatment of sick animals. The services of Veterinary experts are also utilised to provide adequate treatment as and when required. A well equipped veterinary care unit is in existence at NZP.

#### **Electrification of Track between Secunderabad and Kazipet**

2004. SHRI J.CHOKKA RAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether the electrification of track between Secunderabad and Kazipet has been completed;

(b) if not, the stage at which the matter stands at present; and

(c) the time by which it is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) Yes, Sir.

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

#### **Non Formal Education Centres**

2005. SHRI PHOOL CHAND VERMA:

SHRI BHEEM SINGH PATEL:

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

(a) the total number of non formal education centres in Madhya Pradesh;

(b) the number of centres out of them opened during the last three years; and

(c) the amount spent thereon during the said period?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) 35160 Non-Formal Education Centres.

(b) 5580 Non-Formal Education Centres.

(c) Rs. 36.49 crores.

**Preservation of Mohan-Jo-Daro**

2006. SHRI PHOOL CHAND  
VERMA:  
  
SHRI MANORANJAN  
BHAKTA:

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

(a) whether the Government have taken any steps for the preservation of the ancient culture of Mohan-Jo-Daro;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) to (c). After partition of India, the then known sites of ancient culture of Mohenjodaro (Indus Civilization) went to Pakistan. Thereafter the Archaeological Survey of India explored and excavated important sites belonging to this period and Civilization at Ropar (Punjab) Kalibangan (Rajasthan), Banawali (Haryana), Lothal, Rangpur, Surkotda and Dholavira (Gujarat). These have been declared as Centrally protected sites and are being maintained and preserved by the Archaeological Survey of India. The expenditure incurred on the maintenance, conservation and preservation of these sites during the year 1992-93 is Rs. 1,39,872.00. The allocation for the year 1993-94 is Rs. 3,05,230/-.

**Clearance of Power Projects**

2007. SHRI A. VENKATESH  
NAIK:  
  
SHRI RAMESH  
CHENNITHALA:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the names of the power projects pending with the Government for environmental clearance;

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

(c) the reasons for not according clearance to those projects; and

(d) the step proposed to clear them early?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) to (c). State-wise list of power projects awaiting environmental clearance alongwith reasons for pendency is enclosed as *Statement*.

(d) Projects can be assessed only after the receipt of complete data and action plans. Projects submitted with complete details are decided within three months. For facilitating expeditious consideration of cases, continuous interaction is maintained with the project authorities.

**STATEMENT***List of Pending Projects from Environmental Angle*

Name of the Project	Date of Receipt	Reasons for Pendency
<b>Bihar</b>		
1. Captive Power Plant of TISCO 67.5 MW	Sept, 1992	The project was reconsidered in the Environmental Appraisal Committee meeting held on 29.6.93 and recommended for clearance.
<b>Gujarat</b>		
2. Lignite based power station at Surat—Gujarat Power Corpn. Ltd.	July, 1993	The project was reconsidered by the Environmental Appraisal Committee on 22.12.93. Additional details sought are awaited.
3. Wanakbori TPS 1x210 MW—GEB	Jan., 1994	The project was considered in the Environmental Appraisal Committee meeting held on 10.2.94 and recommended for clearance.
4. Gandhinagar TPS 1x210 MW—GEB	Jan., 1994	The project was considered in the Environmental Appraisal Committee meeting held on 10.2.94 and recommended for clearance.
5. Kutchh Tidal Power	Feb., 1990	Details awaited on carrying capacity, migratory route etc.
<b>Orissa</b>		
6. Duburi T.P.S. 2x250 MW, Kalinga Power Corpn. Ltd.	April, 1993	Project was considered by the Environmental Appraisal Committee in its meeting held on 27th April, 1993. Clarification sought are awaited.
7. Ib Valley TPS (2x250 MW) OPGC.	Feb., 1993	The project was reconsidered by Environmental Appraisal Committee on 20.9.93, and additional data sought is still awaited.

Name of the Project	Date of Receipt	Reasons for Pendency
<b>Karnataka</b>		
8. Raichur T.P.S. 2X250 MW—KPCL	Dec., 1993	Considered by the Environmental Appraisal Committee. Clarification on non-compliance of the condition stipulated in the environmental clearance for unit No. 3 & 4 are awaited.
9. Sarapadi Hydel Project	Nov., 1992	The project was considered by the Environmental Appraisal Committee and additional details sought are awaited.
<b>Kerala</b>		
10. Diesel based power station at Kasarkode 60 MW-KSEB	May, 1993	The project was reconsidered by the Environmental Appraisal Committee in its meeting held on 22.12.93 and the committee recommended clearance.
<b>Maharashtra</b>		
11. Nagothane CCGT 820 MW—MSEB	Feb., 1993	The project was considered in the EAC meeting held on 10th March, 1993. Details sought are awaited.
12. Waste Heat Recovery Project at Uran- 3x250 MW—MSEB	Jan., 1994	The proposal was considered in the Environmental Appraisal Committee meeting held on 10.02.94. Details sought are awaited.
<b>Rajasthan</b>		
13. Dholpur T.P.S. 3x250 MW—RSEB	May, 1991	The Environmental Appraisal Committee rejected the proposed site. Revised proposal is awaited.
14. Chittorgarh T.P.S. 1X500 MW, Century Power	Feb., 1994	The proposal was considered in the EAC meeting held on 10.2.94. Additional data sought is awaited.



Name of the Project	Date of Receipt	Reasons for Pendency
<b>Tamil Nadu</b>		
15. North Madras T.P.S. 1x500MW—TNEB	Nov., 1992	The project was considered by the Environmental Appraisal Committee on 20.9.93. Additional details sought are awaited.
16. Captive Power Plant of Jayakundam Lignite Power Corporation	June, 1993	The project was considered by the Environmental Appraisal Committee on 20.9.93. Additional details sought are awaited.
<b>West Bengal</b>		
17. Gouripur TPS 2x67.5 MW, Birla Technical Services	Feb., 1993	Comprehensive Environmental Impact Assessment report is awaited.
18. Sagardighi TPS stage-II 2x500 MW	Feb., 1993	The project was considered in the Environmental Appraisal Committee meeting in March, 93 and revised Environmental Impact Assessment report is still awaited.
<b>A &amp; N Island</b>		
19. Diesel generator set at South Andaman 20 MW.	Feb., 1994	The proposal was considered by the Environmental Appraisal Committee meeting on 10.2.94 and was recommended for clearance.
20. Augmentation of D.G. set (3x128 KW) at long Island.	Feb., 1994	The proposal was considered in the Environmental Appraisal Committee meeting on 10.2.94 and was recommended for clearance.

**Arunavati Irrigation Project**

(a) whether environmental clearance has been accorded to the Arunavati Irrigation Project of Maharashtra;

2008. SHRI PRAKASH. V. PATIL:  
Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(b) if so, when and if not, the reasons therefor; and

(c) the cause of the inordinate delay in giving clearance?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH):

(a) to (c) Yes, Sir. The Arunavati Irrigation Project of Maharashtra has been accorded clearance both from environmental and forestry angles in December 1993 and February 1994 respectively.

#### **I.F.A.D. Loan for Maharashtra**

2009. SHRI RAM KAPSE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the permission has been granted to the International Fund for Agriculture Development to undertake a project aimed at supplying finance to people below poverty line in Maharashtra;

(b) if so, the details thereof; and

(c) the population likely to be covered every year in the State?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR):

(a) Yes, Sir:

(b) and (c). The project for rural poor in Maharashtra prepared by the I.F.A.D. aims at development of credit services and mobilisation of savings for rural poor in 8 districts of Maharashtra in conjunction with the Commercial Banks. Number of people likely to be benefited during the seven year period of the project is 91250.

#### **Concession on Fertilisers**

2010. SHRI DATTATRAYA BANDARU: Will the Minister of AGRICULTURE be pleased to state:

(a) the funds provided to the Andhra Pradesh as concession on the sale of decontrolled fertilisers to the farmers during 1992-93 and 1993-94;

(b) whether the Government have received any complaint regarding misuse of such funds;

(c) if so, the details thereof; and

(d) the action taken by the Union Government in that regard?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR):

(a) A sum of Rs. 26.68 crores during 1992-93 and Rs. 71.1093 crores during 1993-94 (as on 28.2.94) have been released to Andhra Pradesh for sale of decontrolled fertilisers with concession to the farmers.

(b) to (d). A report was received about possible misuse of funds by an agency during 1992-93. Since the scheme is implemented through the State Government, they have been requested to investigate and report to the Central Government.

[Translation]

#### **Pending Projects of Gujarat**

2011. SHRI KASHIRAM RANA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the names of various development project<sup>1</sup> of Gujarat pending with his Ministry for environmental as well as forest clearance;

(b) since when these are pending and the reasons therefor; and

(c) the steps taken to clear these projects early?

THE MINISTER OF STATE OF  
THE MINISTRY OF ENVIRONMENT

AND FORESTS (SHRI KAMAL NATH):  
(a) and (b). A *Statement* is enclosed.

(c) Projects can be assessed and processed only after receipt of complete data and action plans. Projects submitted with complete details are decided within three months for environmental clearance and within one month in case of diversion of forest land. Continuous interaction is maintained with the concerned Government and/or the project authorities to facilitate expeditious disposal of cases.

### STATEMENT

#### *Statement of Pending Projects in Gujarat*

Sl. No.	Name of the Project	Date referred	Reasons for Pendency
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#### **A. Proposals referred for Environmental Clearance:**

1.	Lignite based power stations at Gujarat-Gujarat Power Corporation	July'93	Considered by the Committee, clarification sought on Sulphur content in lignite and justification for ash disposal area is awaited.
2.	Wanakbori TPS-Gujarat Electricity Board.	Jan.'94	Considered by the Committee.
3.	Gandhinagar TPS-Gujarat Electricity Board	Jan.'94	—do—
4.	LPG Recovery Plant at Vaghodia-GAIL	Nov.'92	—do—
5.	Argon gas recovery unit at Kribhco's fertilizer Complex at Hazira.	May'93	Additional information on chromium sludge disposal and risk analysis is awaited.
6.	Crude Oil Terminal at Vadinar by Bharat Petroleum Corporation	July'93	Linked to decision on judicial proceedings in Gujarat High Court.

Sl. No.	Name of the Project	Date referred	Reasons for Pendency
7.	9 Million tonne Oil Refinery at Vadinar ESSAR.	Oct.'93	Linked to decision on judicial proceedings in Gujarat High Court.
8.	9 Million tonne Oil Refinery at Vadinar— Reliance Petro-Chemicals.	Oct.'93	—do—
9.	Gas processing complex at Gandhar by GAIL	Aug.'93	Additional information sought is awaited.
10.	Expansion of Hazira Shore terminal	Feb.'94	Recommended by the Committee.
11.	Dollatpur Weir	Feb.'94	Recommended by the Committee.
12.	Kutchch Tidal Power project.	Feb.'90	Considered by the Committee Additional information sought is awaited.
13.	Capative Berth in Village Kovaya Rajula Taluka Amreli for Cement project of M/s. Larsen and Toubro Ltd.	Sept.'93	Linked to Industrial project.
<b>B. Proposals Referred for Forest Land Diversion Under Forest (Conservation) Act, 1980</b>			
1.	Regularisation of encroachment over 10,900 ha. forest land.	Dec.'93	Under process
2.	Laying of 400 KV Transmission Line from Sardar Sarovar Switch Yard to ASOJ.	Feb.'94	—do—
3.	Bitavalodi Irrigation Scheme	Oct.'93	—do—
4.	Zankhari Irrigation Scheme	Oct.'92	—do—
5.	Construction of Cement Plant at Banaskantha	Oct.'91	—do—

Sl. No.	Name of the Project	Date Referred	Reasons of Pendency.
6.	Construction of approach Road to Riverkhan in Village Navanagar	Jan.'94	Under process
7.	Laying of Pipeline for Irrigation of Agriculture in Surat.	Jan.'94	—do—
8.	Laying of Pipeline for Irrigation at Ashramshala	Jan.'94	—do—
9.	Laying of Pipeline to Hazira Terminal.	Feb.'94	—do—

[English]

#### Supply of A/C Electrical Locomotives

2012. SHRI LOKANATH CHOU-DHURY: Will the Minister of RAILWAYS be pleased to state:

(a) whether any time limit has been given to the Asian Brown Boverly Limited for delivery of 6000 power A/C Electrical locomotives; and

(b) if so, the time limit fixed for transfer of the technology and condition for supply of spares?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir.

(b) The transfer of technology would be spread over a period of 10 years, bulk of it being transferred by June, 1996. Maintenance spares for 3 years have been included at a FOB cost of Swiss Francs 2,000,000 and Deutsche Marks

979,000 in the supply contract placed on ABB/Switzerland for supply of 30 nos. 6000 HP AC 3-phase Electric Locomotives.

#### Diesel Generator Power Plant

2014. PROF. SAVITHRI LAKSHMANAN: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether any proposal from the Government of Kerala is pending with the Union Government for clearance of 60 MW diesel generator power plant at Kasarkode in Kerala;

(b) if so, whether the government have accorded approval to the project; and

(c) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT

AND FORESTS (SHRI KAMAL NATH):

(a) Yes; sir.

(b) and (c). No, Sir. The initial proposed site for setting up of a 60 MW diesel generator power plant at Kasarkode was violative of the "Coastal Zone Regulation". The project authority was advised to shift the site to atleast 500 metres away from the High Tide Line. subsequently, the Kerala State Electricity Board (KSEB) have proposed a new site which is 11 Km. away from the earlier site. No Objection Certificate from Kerala State Pollution Control Board has not been submitted by KSEB. Consequently, a final decision in the matter has not been taken.

#### **Dryland Development**

2015. SHRI K.G. SHIVAPPA:

SHRI V. KRISHNA RAO:

SHRI K.H. MUNIYAPPA:

Will the Minister of AGRICULTURE be pleased to state:

(a) the progress made in regard to the development of dry land areas in Karnataka particularly in Kolar district after the inception of the National Watershed Development Project for Rainfed Areas (NWDPPRA), till date;

(b) the areas covered and proposed to be covered under the project;

(c) the estimated allocation made

for the implementation of the Project in the State during the Eighth Plan period;

(d) whether any foreign assistance is sought for the purpose; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR):

(a) Under the National Watershed Development Project for Rainfed Areas (NWDPPRA), one micro-watershed each in 85 blocks of Karnataka, of which 3 are in Kolar district, have been taken up to evolve models of sustainable agriculture development in dryland areas. Till date, an amount of Rs. 34.56 crore has been spent on various rain-water conservation and integrated production measures involving annual crop demonstrations, dryland horticulture, agro-forestry, live stock development etc.

(b) A *Statement* is enclosed.

(c) During Eighth Plan an amount of Rs. 96.65 crore has been allocated for Karnataka.

(d) and (e). KFW-Germany and Danish International Development Agency (DANIDA) have been approached for assistance to take up separately Watershed Development Projects for Bangalore, Mysore, Kolar, Hassan Mandia and Belgaom and Dharwad and Bijapur distts. respectively.

**STATEMENT**

Sl. No.	Name of District	Name of Block	Name of Watershed
1.	Bangalore (U)	1. Anekal	1. Mutthamallur Tank
		2. Bangalore (S)	2. Kurchinahalli
		3. Bangalore(N)	3. B.K.Halli
2.	Bangalore (R)	4. Devanahalli	4. Ardeshnahalli
		5. Doddaballapur	5. Jakkalmadagu
		6. Channapatna	6. Sogala
		7. Hoskote	7. Mallasandra
3.	Bellary	8. Sandur	9. Vadagattahalla
		9. H.B. Halli	10. Makarabi
		10. Hadagali	11. Almarsikere
		11. Harapanahalli	
4.	Bijapur	12. Indi	12. Savalsangi
		13. B.Bagewadi	13. Ingaleshwar
		14. Bagalkote	14. Mankanihalla
		15. Bijapur	15. Aheri
		16. Badami	16. Ganganabhdihal
		17. Hungund	17. Indiarhullal
5.	Belgaum	18. Chikkodi	18. Kubburhall
6.	Bidar	19. Basavakalyana	19. Godinala
		20. Bidar	20. Arthinala
		21. Bhalki	21. Keroornale
		22. Aurad	22. Doddahalla
7.	Chitradurga	23. Hollakere	23. Gangiganurhalla
		24. Hiriyur	24. Munasavalligulya
		25. Hosadurga	25. Gundihalla
		26. Molskalmuru	26. Gangammanahalla
		27. Challakere	27. Gauripurana
8.	Chikmagalur	28. Chikmagalur	28. Gangaenahalla
		29. Kippa	29. Bagaehala
		30. Mudigere	30. Sunnadurhall
		31. Sringeri	31. Malathihalla
		32. N.R. Pura	32. Kudreegundihalla
		33. Tarikere	33. Bettadaverkerehalla

Sl.No.	Name of District	Name of Block	Name of Watershed
9.	Dharwar	34. Hirekerur	34. Miour
		35. Mundargi	35. Hammgi
		36. Navalgund	36. Laadinala
		37. Savanur	37. Kadkol
		38. Gadag	38. Kanivehosur
		39. Kondagol	39. Doddahalla
10.	D. Kannada	40. Kundapura	40. Dasakakatta
11.	Gulbarga	41. Chincholli	41. Chengta
		42. Chittapur	42. Hannikerenala
		43. Jewargi	43. Hirehalla Hipaganahalla
		44. Shahapur	44. Rodanginaja
		45. Shorapur	45. Yalginala
		46. Yadgir	46. Yadlapura
		47. Sedam	47. Yellamanala
12.	Hassan	48. Alur	48. Saganihalla
		49. Arasikere	49. Gandasi
		50. C.R.Patna	50. Gomatgiri
		51. Holenarasipura	51. Gorgundi
		52. Sakleshpur	52. Igurnala
		53. Belur	53. Halebeedu.
13.	Kolar	54. Bangarpet	54. Ramsagar
		55. Kolar	55. D.C.Halla
		56. Mulbagal	56. S.C. Doddahalla
14.	Kodagu	57. Madakari	57. Kallaurkanthur
		58. Virajpet	58. Nurthihantti



Sl. No.	Name of District	Name of Block	Name of Watershed
15.	Mysore	59. Chamarajanagar	59. Muthigaenanjanmahalla
		60. Mysore	60. Yennehole
		61. Hunsur	61. Billikere Tank
		62. H.D. Kote	62. Hebballa
		63. Kollegal	63. Tattaehalla
16.	Raichur	64. Periyapatna	64. Kamlapura Tank
		65. Deodurg	65. Arkeranala
		66. Lingasugur	66. Hireenagnala
		67. Raichur	67. Arseinganala
17.	Shimoga	68. Yelburga	68. Kallabhavi
		69. Channagiri	69. Haralakutta
		70. Hosanagar	70. Gauthurnala
		71. Sagar	71. Gauja
18.	Tumkur	72. Rirthahalli	72. Byadarahalli
		73. Sorab	73. Kubtur
		74. Tiptur	74. Kottigadballa
		75. Turuvekere	75. Mayasandra
19.	U. Kannada.	76. C.N.Halli	76. Kidranahalli
		77. Madhugiri	77. Doddahalla
		78. Pavagada	78. Kenchanahalla
		79. Ankola	79. Gundehal
		80. Bhatkal	80. Haliyani
		81. Karwar	81. Mallapur
		82. Kumta	82. Agrashini
19.	U. Kannada.	83. Sirsi	83. Varda
		84. Supa	84. Pandavi
		85. Yellapura	85. Kalsoor.

**Chilka Prawn Culture Project**

(b) if so, the findings of the study;  
and

2016. SHRI CHITTA BASU: Will the Minister of ENVIRONMENT & FORESTS be pleased to state:

(c) the actions taken by the Government thereon?

(a) whether the Government of Orissa has involved a multi-disciplinary group to carry out a proper environmental impact assessment study of the Chilka Prawn Culture Project;

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) to (c). The State Government of Orissa had engaged M/s. Water and Power

Consultancy Services Limited (WAPCOS) to carry out an environmental impact assessment study of the Prawn Culture Project in Chilka Lake. The Environmental Impact Assessment report prepared by WAPCOS was examined in the Ministry. It was found that the report was incomplete in respect of information on hydrology, ground water extraction, water-quality, pollution control measures, flora, fauna etc. The State Government of Orissa have, therefore been advised to undertake a detailed and comprehensive environmental impact assessment study by a multidisciplinary group of experts. The Central Govt. is yet to be informed about the final conclusions of the study.

#### Fertiliser to Bihar

2017. SHRI LALIT ORAON: Will the Minister of AGRICULTURE be pleased to state:

(a) the quantity of different types of fertilisers required and allocated to Bihar by the Union Government each of the last three years;

(b) the quantum of Fertilisers allocated for the current Kharif and Rabi seasons to Bihar;

(c) whether there is any proposal to increase these allocations during 1994-95;

(d) if so, the details thereof; and

(e) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) A Statement indicating the quantity of different types of fertilisers allocated and consumed in Bihar during the years 1990-91, 1991-92, 1992-93 is attached.

(b) The following table gives the allocation of fertilisers for Kharif, 1993 and Rabi 1993-94 seasons to Bihar,

	('000 tonnes)	
	Kharif 1993	Rabi 1993-94
Urea	540.50	593.99
Ammonium Sulphate (A.S.)	14.00	11.00
Calcium Ammonium Nitrate (CAN)	17.00	43.62

Allocation of phosphatic and potassic fertilisers has been discontinued from 25th August, 1992, as these fertilisers have been decontrolled.

(c) to (e). The requirement of statutorily controlled fertilisers for each state/UT is assessed in consultation with the State/UT administration and the fertiliser industry in advance of each crop season namely Kharif and Rabi. The allocation of fertilisers to Bihar for 1994-95 will be made at the appropriate time as per procedure explained above.

**STATEMENT***Allocation and Consumption of Fertilisers*

('000 Tonnes)

Product	Allocation			Consumption		
	1990-91	1991-92	1992-93	1990-91	1991-92	1992-93 (Estt.)
1. Urea	920.91	986.65	1044.15	835.49	802.49	919.37
2. Ammonium Sulphate	55.51	30.76*	9.50*	29.07	23.75	16.19
3. Calcium Ammonium Nitrate (CAN)	36.61	9.79*	30.80*	28.13	36.03	57.55
4. DAP	222.92	240.39	91.91#	196.76	<del>228.84</del>	176.61
5. SSP	126.71	137.93	69.61#	102.84	120.14	<del>88.60</del>
6. Complexes	51.32	36.27	7.72#	32.65	21.58	16.09
7. MOP	74.56	80.79	30.24#	67.65	74.07	31.33
Nutrient terms						
N	491.85	510.27	507.51	437.18	<del>426.82</del>	474.59
P	133.61	144.26	55.89	116.31	129.89	100.20
K	50.38	54.28	19.38	44.96	<del>46.98</del>	20.96
Total	675.84	708.81	582.78	598.45	<del>603.69</del>	595.75

\* There was no allocation of AS & CAN during Rabi 1991-92 and Kharif 92 as these fertilisers were not under statutory control from 14.8.91 to 25.8.92.

Allocation of phosphatic and potassic fertilisers has been discontinued from 25.8.92 consequent on their decontrol.

**Fertiliser Quality Control**

2018. SHRI SARAT  
PATTANAYAK:

DR. SUDHIR RAY:

Will the Minister of AGRICULTURE  
be pleased to state:

(a) whether in spite of fertiliser quality control laboratories to analyses the samples, several cases of adulteration in fertilisers have been noticed;

(b) if so, the number of cases detected and prosecutions launched against the defaulters from 1989 to 1993;

(c) whether the inspection machinery for fertiliser quality control is inadequate;

(d) if so, the reasons therefor; and

(e) the steps, taken/proposed to be taken by the Government to keep check on adulteration in fertiliser and to strengthen the mechanism ?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) to (e). The State Government and the Central Government have established Fertiliser Control laboratories and set up inspection machineries by way of appointment of Fertiliser Controllers, registering authorities and inspectors etc. The testing facility is gradually being increased. The sample analysing capacity of 87400 per year through 47 laboratories during 89-90 has been increased to 98360 samples per year through 53 laboratories during current year.

A *Statement* showing the number of samples analysed, number of samples found to be non-standard and prosecution launched is enclosed. Depending upon the extent of nutrient deficiencies and

nature of violation, State Governments take other administrative actions such as suspension/cancellation of dealership registration certificate, giving warning, etc. apart from launching prosecution.

By and large the existing inspection machinery is considered adequate. However, gaps identified are periodically strengthened. During the current plan, a Central Sector Scheme with an outlay of Rs. 26 crores has been taken up. This scheme envisages among other components, strengthening of fertiliser control laboratories in States on need-based considerations.

Further, for checking adulteration in fertilisers, State Govts. intensively collect samples during pre-Kharif and pre-Rabi sowing periods apart from regular checks throughout the year. Central Govt. periodically sends central teams for random collection of samples to check the quality. The provisions of the Fertilisers Control Order are periodically reviewed to keep them upto date for ensuring the production, import and distribution of standard quality fertilisers. One such recent amendment relates to prescribing procedures, for giving information/registration with State Governments by the importers of decanalysed fertilisers.

### STATEMENT

*Details of the number of samples analysed, found non-standard/adulterated/spurious and prosecution launched against the defaulters from 1989 to 1993*

Year	Number of samples analysed	Number of samples found non-standard	No. of prosecutions launched**
1	2	3	4
1989-90	72965	4919	190
1990-91	74134	4122	199

1	2	3	4
1991-92	77420	5443	310
1992-93	79223	4196	62

\*\* (As per latest reports available from State Governments)

[*Translation*]

### **Child Development Projects**

2019. SHRI SANTOSH KUMAR GANGWAR: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government are aware of the irregularities in regard to the Child Development projects;

(b) if so, the details and the nature thereof;

(c) whether the food being supplied to them has been found substandard; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTEMENT OF WOMEN AND CHILD DEVELOPMENT) (SHRIMATI BASAVA RAJESWARI) (a) and (b). No irregularities in regard to implementation of Child Development Projects have come to the notice of the Government.

(c) and (d). No complaint of supply of substandard food to Child Development Projects has been received during the current year. However, in addition to the officials of the State Government the field

units of Food & Nutrition Board have been involved to check the quality of supplementary food being provided under the Integrated Child Development Services Scheme. The findings of such inspections are brought to the notice of the State Governments for taking necessary steps to improve the delivery and quality of supplementary feeding.

### **Excavation in Tijara Fort, Rajasthan**

2020. SHRI GIRDHARI LAL BHARGAVA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the excavation work being undertaken in Tijara Fort in Rajasthan has come to the notice of the Government;

(b) if so, the details thereof and the excavated materials found therein; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) Yes, Sir.

(b) and (c). The Tijara Fort, District Alwar, Rajasthan is protected neither by

the State Government nor by the Central Government. The Archaeological Survey of India did not issue any approval for undertaking archaeological excavation in the above mentioned fort. However, as per the information received from Collector, Alwar, the Government of Rajasthan has permitted a private party to dig some areas in Tijara Fort, Alwar, in the presence of Assistant Collector and the Executive Magistrate, Tijara in search of treasure which is permissible under the existing rules.

[English]

### **Crop Insurance Premia Rate**

2021. SHRI ANKUSHRAO RAO SAHEB TOPE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government propose to double the insurance premia rates for all crops barring groundnuts;

(b) if so, the details thereof; and

(c) the overall impact of this decision?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) to (c). The proposal to make Crop Insurance Scheme Self-sustaining is under consideration. The details of the proposal have not yet been finalised.

[Translation]

### **Assistance for Flood and Drought**

2022. SHRI BHAGWAN SHANKAR RAWAT: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government of Uttar Pradesh has submitted a request for seeking Central assistance for rehabilitation and reconstruction of losses suffered due to severe drought and floods in the State during 1993;

(b) if so, the details thereof; and

(c) the time by which decision is likely to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) and (b). Government of Uttar Pradesh had submitted a Memorandum seeking Central assistance of Rs. 414.34 crores for relief and rehabilitation measures in the wake of drought and floods during 1993.

(c) On the basis of report of the Central Team which visited the affected areas and keeping in view the funds available in the State Calamity Relief Fund (CRF), an amount of Rs. 13.32 crores has been released to the State Government in advance in February, 1994 from the Central share of CRF for 1994-95.

[English]

### **Central Assistance to Natural Calamities affected States**

2023. SHRI HARISH NARAYAN PRABHU ZANTYE: Will the Minister of AGRICULTURE be pleased to state:

(a) the norms and procedure being followed for allocation of Central assistance

to the State Governments on account of natural calamity relief at present;

(b) whether the Government propose to bring radical and pragmatic changes in the procedure; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) The annual allocation in the Calamity Relief Fund (CRF) of various States, under the existing scheme of financing relief expenditure is based on the recommendations of the IXth Finance Commission. The Commission determined State-wise annual allocations keeping in view the average ceilings of expenditure approved for relief measures during ten years. The CRF is contributed by Central and State Governments in the ratio of 3:1.

(b) and (c). The Xth Finance Commission is reviewing the existing scheme of financing relief expenditure.

#### **Forcible Marriages of Minor Girls**

2024. SHRI GURUDAS KAMAT: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government are aware of the forcible marriages of minor girls to gulf people;

(b) if so, the details thereof;

(c) the steps taken to prevent such cases; and

(d) the number of such girls rescued?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF WOMEN AND CHILD DEVELOPMENT) (SHRIMATI BASAVA RAJESWARI): (a) Yes, Sir.

(b) and (c). Two cases of marriage of Gulf citizens with Indian girls during the past three years have been reported. These are marriages of Ms. Ameena and Ms. Kaneez with Saudi nationals.

The Child Marriage Restraint Act, 1929 takes cognizance of such cases when there is a specific complaint by affected parties or somebody who has knowledge about such marriages. Action can also be taken in such cases under the Immoral Traffic (Prevention) Act, 1956 provided forgeries/unauthorised alterations are found in the travel document.

The Government has issued instructions to the immigration officers to be more vigilant while scrutinising the travel documents of minor girls to notice any false entry on their passport regarding their age etc.

(d) Effective interventions have been made in both cases.

[Translation]

#### **Pending Projects of Bihar**

2025. SHRI RAM KRIPAL YADAV: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the names of various development projects of Bihar pending with his Ministry for environmental as well as forest clearance;

(b) since when these are pending and the reasons therefor; and

(c) the steps taken to clear these projects early?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH):(a) and (b).A *Statement* is enclosed.

(c) Projects can be assessed and processed only after receipt of complete data and action plans. Projects submitted with complete details are decided within three months for environmental clearance and within one month in case of diversion of forest land. Continuous interaction is maintained with the concerned Governments and the project authorities of facilitate expeditious disposal of cases.

### STATEMENT

#### *Status of Pending Projects in Bihar*

Sl. No.	Name of the Project	Date Referred	Reasons of Pendency
<b>A. Proposals Referred for Environmental Clearance:</b>			
1.	Captive power plant of TISCO 67.5. MW	Sept.'92	Recommended by the Committee
2.	Coal briquetting Unit of Bokaro Steel Plant SAIL.	Oct.'93	Additional information sought is awaited.
3.	Karna Open Cast Project Central Coal Fields Ltd. (CCL)	Dec.'93	—do—
4.	Mining Lease for Hesaldog Dolomite Project - SAIL.	Jan.'94	—do—
5.	North Urimari Open Cast Project (CCL)	Feb. '93	—do—
6.	Ray Bachra Underground Project (CCL)	Feb. '93	Clarification sought on March '93 is still awaited.
7.	Tapin South Opencast (Exp.) project (CCL)	April'93	Recommended by the Committee.
8.	Gobindpur Opencast Project (CCL)	April'93	—do—



Sl. No.	Name of the Project	Date Referred	Reasons of Pendency
9.	Rohini Opencast Project	May'93	Recommended by the Committee.
10.	Jharkhand Open cast Project (CCL)	Jan'93	Additional information sought is awaited.
11.	Gidi (A) Opencast Project	Jan.'93	Revised proposal sought is awaited.
12.	Amjhore Mining Project- Pyrites, Phosphates and Chemicals Ltd.	March.'90	Recommended by the Committee.
13.	Noamundi Iron Ore Mine-TISCO	March.'90	—do—
14.	Churi Underground Project (CCL)	Nov.'91	Recommended by the Committee— Linked to Forest Clearance.
15.	Kedla Opencast Project (CCL)	July.'92	Recommended by the Committee Linked to Forest Clearance.
16.	Ashok Opencast Project (CCL)	Aug.'92	—do—
17.	Konar Opencast Project (CCL)	Sept.'92	Recommended by the Committee Linked to Forest Clearance.
18.	Tulsidamar Dolomite Mine (SAIL)	Oct.'92	—do—
19.	Kaveri Opencast Project (CCL)	Jan.'93	—do—

**B. Proposals Referred for Forest Land Diversion Under the Forest (Conservation) Act, 1980:**

- |    |  |         |  |
|----|--|---------|--|
| 1. | Construction of Madhuban Washery Project by CBCCL.   | Jan.'94 | Under process.   |
| 2. | Construction of Hiparwar Railway Siding (1st Stage). | Feb.'94 | Site Inspection Report from Regional Office is yet to be received. |
| 3. | Jharkhand Coal Project                               | Aug.'93 | Site Inspection Report from Regional Office is yet to be received. |

*[English]**[Translation]***Procurement Price of Rice and Paddy****Bio-Fertilizers**

2026. DR. KARTIKESWAR PATRA:  
Will the Minister of FOOD be pleased to state:

2027. SHRIMATI SUMITRA MAHAJAN: Will the Minister of AGRICULTURE be pleased to state:

(a) the procurement price of rice and paddy during 1992-93 in Orissa;

(a) the details of steps being taken/proposed to be taken by the Government to promote the production of Bio-fertilizers in the country; and

(b) whether the same price has got corresponding increase in accordance with the fixation of procurement price in the other States of the country; and

(b) the funds allocated by the Union Government for the purpose?

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) The procurement price of paddy and price of levy rice during marketing year 1992-93 in Orissa are as under:—

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) and (b). To promote the production of Bio-fertilizers in the country, Department of Agriculture & Cooperation is implementing a National Project on Bio-fertilizers. Under this project one National and six Regional Bio-fertilizer Development Centres have been established at Ghaziabad, Imphal, Bhubaneswar, Bangalore, Hissar, Nagpur & Jablapur. Besides Department of Agriculture & Cooperation provides financial assistance to the State Governments/ Fertilizer Industries/Seed Companies Non-Governmental Organisations to set up Bio-fertilizer production Units for production of Bio-fertilizers.

*(In Rs. per quintal)*

Variety	Procurement price of paddy	Price of levy rice
Common	270.00	462.75
Fine	280.00	478.80
Superfine	290.00	494.90

(b) and (c). The procurement price of paddy announced by the Government is the same for all the paddy producing States. Prices of levy rice are fixed on the basis of the minimum support price of paddy and by taking into account the statutory charges/taxes, non-statutory charges and also the quality and out-turn ratio for conversion of paddy into rice.

During 8th Five Year Plan an outlay of Rs.800.00 lakhs has been earmarked for production and promotion of Bio-fertilizers in the country.

[English]

**Third line between Chandanpur and Bardhaman**

2028. SHRI PURNA CHANDRA MALIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether in the absence of a third line from Chandanpur to Bardhaman, passengers as well as goods trains are moving at slow speed;

(b) the concrete steps taken by the Government to increase the traffic movement there; and

(c) the time by which the construction work of third and fourth lines between Chandanpur and Bardhaman and Bally and Bardhaman are likely to be completed ?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

**Tendu Leaf and Bamboo**

2029. SHRI SIVAJI PATNAIK: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government are aware that the Government of Orissa has decided to allow the entry of private traders and contractors into the tendu leaf and bamboo trade which was managed earlier by the Public Undertakings;

(b) whether this entry of the contractors into reserved forest in a

big way will result in the large scale felling of trees as in the past, thereby affecting the environment; and

(c) the steps, the Union Government propose to take to meet this situation?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) Government of Orissa has entrusted the work of harvesting of Bamboo to the Orissa Forest Development Corporation. Commercial aspects of Tendu leaf trade are also looked after by Orissa Forest Development Corporation.

(b) The Orissa Forest Development Corporation employs contract labour for harvesting of Bamboos under its direct supervision.

(c) As long as the principles of sustainable management are adhered to, Government of India need not interfere with the decisions of the State Government.

**Fly-Over at Dalkhola**

2030. SHRI SUBRATA MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received any proposal from West Bengal for construction of an over-bridge at Dalkhola level crossing in the North-Frontier Railway; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) Yes, Sir.

(b) Drawings and estimates have been sent to the State Govt. in Sept.'93. Acceptance is awaited. Construction will be taken up after the State Govt. accepts the estimates and deposits the cost.

#### **Trains from Karnataka to Shabarimala**

2031. SHRIMATI CHANDRA PRABHA URS:

SHRI V.S. VIJAYA-RAGHAVAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether any survey has been made to start train services from Karnataka to Shabarimala for the devotees of famous pilgrimage of Kerala;

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

(c) the time by which train services are likely to be started ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) A survey for construction of a new line from Kottayam to Punalur via Sabarimala has been included in the Budget proposals for 1994-95. The survey will be started once the Budget is passed by Parliament.

(b) The estimated cost will be known only after the survey is completed.

(c) The question of starting train services will arise only if the project is found acceptable, approved by Planning Commission and work be taken up and completed.

[Translation]

#### **Sub-standard supply through Fair Price Shops**

2032. SHRI BARE LAL JATAV:

SHRI VILASRAO NAG-NATHRAO GUNDEWAR:

SHRI DATTA MEGHE:

PROF. M. KAMSON:

Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether wheat, sugar and rice of sub-standard quality is supplied by FC for distribution to the consumers through fair price shops in Delhi; and

(b) if so, the action taken or proposed to be taken by the Government in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS & PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) and (b). The Government of National Capital Territory (NCT) of Delhi has reported that some complaints about the quality of rice, wheat and sugar supplied to consumers through the Fair Price Shops are received occasionally. The Government of NCT of Delhi has reported that 9 complaints about the quality of articles supplied by Fair Price Shops were received in January and February '94. It has been reported that investigations did not substantiate these complaints. The Government of NCT of Delhi has reported a number of measures

taken to ensure supply of rice, wheat and sugar of specified standards to consumers. These include display of sealed samples in the Fair Price Shops to enable comparison by consumers; deployment of quality control staff at the issuing godowns; replacement of bad quality stocks issued to Fair Price Shops in all genuine cases if reported within 72 hours of delivery of stocks; and inspection of Fair Price Shops by field staff.

[English]

### **Rajdhani Express**

2033. SHRIMATI SUSEELA  
GOPALAN:  
SHRI A. JAYAMOHAN:

Will the Minister of RAILWAYS be pleased to state:-

(a) whether, in spite of great demands from the passengers in Kerala, the Delhi-Madras Rajdhani Express has not been extended upto Trivandrum, so far;

(b) if so, the reasons for delay; and

(c) the time by which it is likely to be extended and run on daily basis ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) to (c). Hazrat Nizamuddin-Madras Weekly Rajdhani Express is proposed to be extended upto Trivandrum in July'94 Time Table. However, at present there is no proposal to run the train daily.

### **Kendriya Vidyalayas**

2034. DR. SUDHIR RAY:

SHRI MUHI RAM SAIKIA:

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

(a) whether teachers of different categories posted in Kendriya Vidyalayas of Delhi, Lucknow and Indore are in excess of the sanctioned strength for these Vidyalayas;

(b) if so, the details thereof; and

(c) the justification thereof in each case ?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) to (c). The Kendriya Vidyalaya Sangathan has informed that the teachers in various grades are posted to each Kendriya Vidyalaya according to the sanctioned strength which is determined each year based on the enrolment of students. If certain number of teachers are temporarily rendered surplus because of the change in sanctioned strength, they are posted/adjusted as per transfer guidelines. Out of 31 schools in Delhi having the sanctioned strength of 1947, 75 teachers; out of 8 schools in Lucknow having the sanctioned strength of 366, 8 teachers; and out of 2 schools in Indore having the sanctioned strength of 92, 4 teachers respectively have been held on supernumerary strength in their present schools, but they are all within the over-all sanctioned strength of Vidyalayas located in the respective regions. They

will be adjusted/considered for posting/transfer during annual transfers as per guidelines.

### **Railway Lines in Bihar**

2035. SHRI RAM VILAS PASWAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been a long standing demand for the construction of Hasampur-Sakari railway line in Bihar; and

(b) if so, the action taken to construct this line on priority basis keeping in view the backwardness of the area ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) Yes, Sir.

(b) The proposal could not be considered due to unremunerative nature of the line as revealed by a survey done in 1991 and constraint of resources.

### **Restoration of Railway lines**

2036. SHRI G.M.C. BALAYOGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have taken over the restoration work of those railway lines in the country which were abandoned during the Second World War; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) Yes, Sir.

(b) All the lines which were dismantled during World War II have been restored except the following:

- (i) Kakinada-Kotipalli (43.60 kms.) on South Central Railway.
- (ii) Tiruppattur-Krishnagiri (41kms.) on Southern Railway.
- (iii) Morappur-Dharmapuri (24 kms.) on Southern Railway.
- (iv) Darwah-Pusad on Central Railway.

There is no proposal at present for restoration of these lines.

[*Translation*]

### **Utilisation of Funds by Educational Institutions**

2037. SHRI CHHEDI PASWAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether some institutions are misutilising Government funds due to which educational schemes are adversely affected;

(b) if so, the number of such institutions identified so far; and

(c) the action taken by the Government against them ?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) to (c)-A large number of Institutions fall under the purview of the State Governments

concerned. As far as the Central Institutions receiving grants are concerned, their Annual Reports and Audited Accounts are placed before the Parliament every year. The Comptroller and Auditor General of India is the auditing agency for these Institutions. If the Comptroller and Auditor General of India, finds any case of misutilisation of funds, the institutions concerned takes action as per its rules and regulations.

### **Vacancies in Kendriya Vidyalayas**

2038. SHRI UPENDRA NATH VERMA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether vacancies of more than two thousand teachers have been lying vacant in the Central Schools and Navodaya Vidyalayas and no action is being taken to fill up these vacancies resulting in great resentment among students;

(b) if so, whether the Government propose to fill up the posts; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b). According to information furnished by Kendriya Vidyalayas Sangathan backlog of vacancies in teaching posts has been substantially reduced by the recruitment action taken during the current year resulting in the issue of appointment offers to about 6500 selected candidates. As regards the Navodaya Vidyalaya Samiti, similar information is being

collected from its regional offices and will be placed on the Table of the House.

(c) Does not arise.

[English]

### **Gauge Conversion**

2039. SHRI V. KRISHNA RAO:

SHRI K.G. SHIVAPPA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have released funds for conducting the survey of the gauge conversion work between Yelahanka and Bangarpet in Karnataka;

(b) if so, the details thereof;

(c) whether there is a great demand by the people of Karnataka particularly from Kolar district to convert the above mentioned narrow gauge line into broad gauge; and

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

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir.

(b) A survey has recently been completed which has revealed that the cost of conversion of this 147 kms long line will be Rs. 60 crs. with a rate of return of 2.47%.

(c) Yes, Sir.

(d) As per the survey report if gauge conversion is done between Yelahanka

and Chikbalapur and Bangarpet to Kolar, the ROR would improve to 6.84%. It is accordingly proposed to refer the project to the Planning Commission for taking up these two sectors in the first phase. Further consideration of the proposal would depend on their approval and availability of resources in the coming years.

### Subsidy on Fertilizers

2040. SHRI LAL BABU RAI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Union Government have released the subsidy on fertilisers to various States;

(b) if so, the amount released during 1993-94 and for 1994-95, State-wise;

(c) whether some State Governments have been requested to enhance the amount of subsidy; and

(d) if so, the names of such States and the amount sought by them ?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) and (b). A *Statement* indicating funds released to State Governments/UTs for sale of decontrolled fertilizers with concession to the farmers during 1993-94 (so far) is attached. No allocations have been made for 1994-95.

(c) and (d). No request has been received for enhancement of this amount from any State.

### STATEMENT

*Funds released during 1993-94 for sale of decontrolled fertilizers with concession to the farmers*

*(Rs. in lakhs)*

Sl. No.	Name of State/ Union Territory	Funds released so far during 1993-94
1.	Andhra Pradesh	7110.93
2.	Karnataka	4725.415
3.	Kerala	972.575
4.	Tamil Nadu	5407.35
5.	Pondicherry	83.56
6.	Andaman & Nicobar Islands	1.24
7.	Gujarat	3045.70
8.	Madhya Pradesh	2469.50
9.	Maharashtra	4020.85
10.	Rajasthan	1974.40



Sl. No.	Name of State/ Union Territory	Funds released so far during 1993-94
11.	Goa	18.655
12.	Daman & Diu	0.55
13.	Haryana	646.275
14.	Punjab	2515.25
15.	Uttar Pradesh	4443.825
16.	Himachal Pradesh	20.80
17.	Jammu & Kashmir	81.95
18.	Chandigarh Admn.	0.275
19.	Bihar	402.00
20.	Orissa	761.715
21.	West Bengal	4169.475
22.	Assam	144.90
23.	Tripura	45.70
24.	Manipur	48.54
25.	Meghalaya	12.40
26.	Nagaland	2.70
27.	Arunachal Pradesh	1.03
28.	Sikkim	4.70
29.	Mizoram	5.875
Total		43138.135

**Facility of STD/PCO Telephone in  
Gujarat Station**

2041. SHRI GABHAJI MANGAJI THAKORE: Will the Minister of RAILWAYS be pleased to state:

(a) whether infrastructural facilities, including STD/PCO telephone are available at all the Railway Stations located in Gujarat;

(b) if so, the number of Railway Stations where such facilities have been provided so far; and

(c) the action being taken to provide such facilities at the remaining Railway Stations?

THE MINISTER OF STATE IN THE  
MINISTRY OF RAILWAYS (SHRI K.C.  
LENKA): (a) to (c) Necessary

infrastructural facilities are provided at stations according to the requirement and local conditions. Provisions of these facilities at Railway Stations is a continuous process. STD/PCO Booths are also provided at such stations where it is considered justified as per the passenger traffic handled at the station. STD/PCO Booths have been provided at 12 railway stations in Gujarat. These facilities are being provided at 6 more stations. At other stations, it will be provided as per requirement and feasibility.

#### **Cultivation of Medicinal Plants**

2042. SHRI K.T. VANDAYAR: Will the Minister of AGRICULTURE be pleased to state:

(a) whether there is any centrally sponsored scheme to encourage the farmers to cultivate medicine plants;

(b) if so, the details thereof;

(c) whether any Central assistance is being provided to the State Governments for the purpose;

(d) if so, the amount provided during the last three years, year-wise, and State-wise; and

(e) the further steps proposed to be taken to encourage the farmers to cultivate medicinal plants?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) Yes, Sir.

(b) The Government is implementing a Central Sector Scheme for development of Medicinal and Aromatic Plants during VIII Five Year Plan since 1993-94 at a total cost of Rs. 5 crores. The programme on medicinal plants includes;

(i) Setting up of Herbal Gardens for conservation of important species.

(ii) Production of planting material of improved varieties.

(iii) Laying out of demonstration in farmer's fields.

(iv) Establishing analytical laboratories for quality testing.

(c) Yes, Sir.

(d) The statement of fund released to State Agricultural Universities in various States during 1993-94, is enclosed.

(e) The scheme has been sanctioned for VIII Plan period and will continue on the basis of results obtained.

**STATEMENT**

*Funds released under Central Sector Scheme for Development of Medicinal and Aromatic Plants during 1993-94*

Sl. No.	Name of University	State	Amount (Rs. in Lakhs)
1.	Andhra Pradesh Agricultural University, Hyderabad.	Andhra Pradesh	3.00
2.	Assam Agricultural University, Jorhat.	Assam	4.50
3.	Gujarat Agricultural University, Anand.	Gujarat	4.60
4.	Jawaharlal Nehru Krishi Vishwa Vidyalaya, Jabalpur.	Madhya Pradesh	4.60
5.	Orissa Agricultural University, Bhubaneswar.	Orissa	2.70
6.	Rajasthan Agricultural University, Bikaner.	Rajasthan	3.00
7.	Rajendra Agricultural University, Pusa, Bihar.	Bihar	2.70
8.	Tamil Nadu Agricultural University, Coimbatore.	Tamil Nadu	4.60
9.	University of Agricultural Sciences, Bangalore.	Karnataka	11.25
10.	Kerala Agricultural University, Thrissur.	Kerala	18.00
11.	Haryana Agricultural University, Hissar.	Haryana	2.70
12.	Punjab Agricultural University, Ludhiana	Punjab	2.70
13.	Bidhan Chandra Krishi Vishwa Vidyalaya, Kalyani.	West Bengal	2.70
14.	Mahatma Phule Agricultural University Rahuri, Maharashtra	Maharashtra	2.70
15.	Dr. Y.S. Parmar University of Horticulture and Forestry, Solan.	Himachal Pradesh	15.00
16.	A.N. Dev University of Agriculture Science and Technology, Narendra Nagar, Faizabad.	Uttar Pradesh	13.00

**Historical Places and Forts**

2043. SHRI ANNA JOSHI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the amount spent on preservation, renovation and maintenance of each fort and historical place by the Archaeological Survey of India during 1992-93 in Maharashtra; and

(b) the funds allocated and spent for the purpose during 1993-94 ?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) The amount spent on conservation, preservation and maintenance of centrally protected monuments including forts in Maharashtra during 1992-93 is Rs. 29,57,202/-.

(b) The funds allocated for the above stated purpose for 1993-94 are Rs. 80.65 lakhs and the amount spent till December, 1993 is Rs. 14,40,424/-.

**Abolition of Railway Divisions**

2044. SHRI V.S. VIJAYA-RAGHAVAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to abolish some Railway Divisions under the Southern Railways;

(b) if so, the details thereof; and

(c) the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) to (c). Even though the matter relating to creation of new zones/divisions is under study and examination, there is presently no proposal to abolish any of the Southern Railway Divisions.

**Pending Projects of Madhya Pradesh**

2045. SHRI MANKU RAM SODI:

DR. LAXMINARAYAN PANDEYA:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the names of various development projects of Madhya Pradesh pending with his Ministry for environmental as well as forest clearance;

(b) since when these are pending and the reasons thereof; and

(c) the steps taken to clear these projects early ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) and (b). A *Statement* is enclosed.

(c) Projects can be assessed and processed only after receipt of complete data and action plans. Projects submitted with complete details are decided within three months for environmental clearance and within one month in case of diversion of forest land. Continuous interaction is maintained with the concerned Government and/or the project authorities to facilitate expeditious disposal of cases.

**STATEMENT***Status of Pending Projects*

Sl. No.	Name of the Project	Date Referred	Reasons for pendency (as on 28.2.94)
<b>A. Proposals Referred for Environmental Clearance</b>			
1.	Mongra Irrigation Project.	Jan.'91	Considered by the committee. Modified Environmental Plans sought in May, 1993 is awaited.
2.	Dudhichua open cast Project, Northern Coal Fields Ltd.	Sept.'93	Considered by the Committee.
3.	Kuteshwar Limestone mine-Renewal of leases-Steel Authority of India Ltd.	Dec.'93	Additional information sought is awaited.
4.	Girijapur Mining Block South Eastern Coal Field Ltd. (SECL)	Jan.'94	Considered by the Committee.
5.	Chirimiri Open Cast Mine (SECL)	July'92	Additional information sought on 4.11.92 is still awaited.
6.	Optimum exploitation of Malanjkhand Copper deposit including setting up of a 60000 TPA Copper Smelter.	Nov.'92	Considered by the Committee. Additional information sought in Jan '93 is awaited.
7.	Chattarpur-II Under Ground Project. Western Coal Fields Ltd.	May'93	Recommended by the Committee linked to forest clearance.
8.	Urdana Rampur Quartzite Mine-Orissa Cement Ltd.	June'93	—do—

Sl. No.	Name of the Project	Date Referred	Reasons for Pendency (as on 28.2.94).
9.	Rowghat Iron Ore Project, Bhilai Steel Plant.	June'87	Study report on Ecological aspect of Rowghat Region is yet to be received from the project authorised.

**B. Proposals Referred for Forests Land Diversion under Forest (Conservation) Act, 1980**

1.	Kamathi Tank Project, Bilaspur.	Feb.'94	Under Process.
2.	Renewal of Quartzite M/L in favour of Orissa Cement Ltd. Raigarh.	Feb.'94	—do—
3.	Dudhichua Coal Project, Sidhi	Feb.'94	—do—
4.	Mehini Sagar Dam, Shivpuri.	Feb.'94	—do—
5.	Naik-Bandha Tank Project, Raipur.	Feb.'94	—do—
6.	Mining lease to SECL. Sarguja.	Jan.'94	Environmental Clearance awaited.
7.	Surface rights to M/s. WCF Ltd. Shahdol.	Jan.'94	Under Process
8.	Coal Mining by M/s. WCF Ltd. Sarguja.	Jan.'94	—do—
9.	Pandavpara Girijapur Coal Mines, Sarguja.	Jan.'94	Environmental Clearance awaited.
10.	Dokariya Nalla Irrigation project, Balaghat.	Dec.'93	Under process
11.	Mining Lease in favour of WCF Ltd. for Coal Mining Sarguja.	Sept.'93	Environmental Clearance awaited.

Sl. No.	Name of the Project	Date Referred	Reasons for Pendency (as on 28.2.94).
12.	Mining lease in favour of WCF Ltd. for coal mining Sarguja.	Sept.'93	Environmental Clearance awaited.
13.	Gohan-nalla Tank Project Raipūr	Oct.'93	Under Process
14.	Guna-Etawah Railway Line (Mohna-Khajuri Section) Shivpuri.	Sept.'93	Site Inspection Report awaited.
15.	Ban Sagar Feeder Canal Sidhi.	Aug.'93	—do—
16.	Sindhri Pani Tank Project, Bilaspur.	July'93	Under Process.
17.	Singpur Field Firing Ranges, Gwalior.	July'93	Site Inspection Report awaited.
18.	Chichadi Tank Project Bastar.	July'93	Under Process.
19.	Upper Chandiya Tank Project Chattarpur.	April'93	Site Inspection Report awaited.
20.	Chotta Jham Firing Range by Army, Khargaon.	Feb.'93	—do—
21.	Bodhghat Hydro-Electric Project, Bastar.	Aug.'92	Committee has been set up by the Ministry for indepth analysis of the project.
22.	Mining lease in favour of Konark Minerals Ltd. Raigarh.	Oct.'92	Site Inspection Report awaited.
23.	Doomerpali Irrigation Project, Rajipur.	Oct.'92	Under Process.
24.	Bercha Field Firing range by Army, Indore.	Oct.'92	Site Inspection Report awaited.

Sl. No.	Name of the Project	Date Referred	Reasons for Pendency (as on 28.2.94).
25.	Diversion for spiritual upliftment, Narsimhapur.	Aug.'92	Under Process.
26.	Construction of Shampura Tank Project, Sehore.	June'92	Site Inspection Report awaited.
27.	Construction of Amarpura Project, Mandsour	July'92	—do—
28.	Pahda Irrigation Project Mandsour	July'92	—do—
29.	Land for Digambar Jain Athishay Shetra Gopachal Gwalior	May'92	Under Process.
30.	Construction of P.V.103, Irrigation project, Bastar.	Oct.'92	—do—
31.	Devari Irrigation Project Seoni.	Dec.'93	—do—
32.	Baiga Piparia Irrigation Project, Seoni.	Jan.'94	—do—

### **Doubling of Line between Andal and Sainthia**

2046. SHRI RAM CHANDRA DOME: Will the Minister of RAILWAYS be pleased to state:

(a) whether the construction of double line between Andal and Sainthia and Khana and Sainthia, West Bengal is proposed to be taken up during the current financial year; and

(b) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) and (b). Doubling of Jhaptardal-Guskara section of Khana-Sainthia line has been taken in the current financial year. There is no proposal for doubling on Andal-Sainthia section.

### **Linking of Gandhinagar with Delhi**

2047. SHRI ARVIND TRIVEDI: Will the Minister of RAILWAYS be pleased to state:



(a) whether the Railways are considering to bring Gandhinagar Station in Gujarat on the Ahmedabad-Delhi (via Mehsana) line for its direct link with New Delhi; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) Yes, Sir.

(b) The Railways has taken up an appraisal survey to determine the cost and traffic potential of the proposed link line.

#### **Trains between Kharagpur and Sealdah**

2048. SHRI HANNAN MOLLAH:  
SHRI NIRMAL KANTI  
CHATTERJEE:  
SHRI BASUDEB ACHARIA:  
SHRI AMAL DATTA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are considering to link Kharagpur section of South Eastern Railway with Sealdah by Rail; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) No, Sir.

(b) Does not arise.

#### **Calcutta Circular Railway**

2049. SHRI NIRMAL KANTI  
CHATTERJEE:  
SHRI TARIT BARAN  
TOPDAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are considering to take up the electrification work of the Circular railway route in Calcutta and to introduce EMU and DMC coaches;

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) There is no programme for electrification of the Circular Railway route.

(b) Presently, 10 coach Diesel loco-hauled trains run on the Circular Railway between Dum Dum to Princepghat.

#### **Kisan Agitation**

2050. DR. AMRIT LAL KALIDAS:  
Will the Minister of RAILWAYS be pleased to state:

(a) the loss suffered by the Western Railway as a result of recent Kisan agitation in Gujarat;

(b) the extent to which train services were paralysed due to this agitation; and

(c) the steps taken to meet the situation and to save the railway property?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) The loss suffered by the Western Railway as a result of recent Kisan Agitation in Gujarat is estimated at Rs.85,000/- approximately.

(b) While 48 passenger trains were cancelled and 27 passenger trains terminated enroute, 2 passenger trains suffered detention.

(c) Security arrangements were beefed up besides escorting passenger trains and guarding vulnerable points in coordination with Government Railway Police/Local Police and Civil Administration.

#### **Oil Palm Cultivation**

2051. PROF. P.J. KURIEN:

SHRI V. DHANANJAYA  
KUMAR:

Will the Minister of AGRICULTURE be pleased to state:

(a) the steps being taken for cultivation of Palm Oil and to boost up its production in the country particularly in Kerala and Karnataka;

(b) whether any survey has been conducted to identify the areas for palm oil cultivation;

(c) if so, the details thereof;

(d) the assistance, if any, given so far to the States by the Centre for this purpose; and

(e) the area brought under palm cultivation till date and the plan for the future ?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) A comprehensive programme to undertake Oil Palm cultivation over 80,000 ha. during Eighth Plan has been launched. An area of 20,000 ha. in Karnataka is proposed to be covered under Oil Palm. In Kerala, 3,705 ha. Oil Palm has been planted under Oil Palm India Ltd., which is a joint venture of Government of Kerala (51%) and Government of India (49%).

(b) and (c). Expert Committees appointed by the Government of India has identified a total area of about 7.96 lakh hectares in eleven States as suitable for Oil Palm Cultivation (Details are given in the enclosed statement).

(d) A number of Schemes were introduced as an advance action to promote Oil Palm cultivation during Eighth Plan which includes establishment of Oil Palm seed gardens, distribution of Oil Palm planting material, subsidy towards cost of cultivation during gestation period, training, extension etc. The funds released during 1990-91 to 1993-94 to State Governments are given below:

Year	Amount (Rs. In lakhs)
1990-91	55.69
1991-92	659.88
1992-93	839.46
1993-94 (Provisional)	1,344.17

(c) So far about 11,500 ha. has been brought under Oil Palm cultivation. It is proposed to bring about 80,000 ha. under Oil Palm by the end of Eighth Plan,

of which 50,000 ha. are in Andhra Pradesh, 20,000 ha. are in Karnataka, 8,000 ha. are in Tamil Nadu and balance 2,000 ha. are in remaining States.

### STATEMENT

#### *State-wise Potential Areas Identified for Oil Palm Cultivation*

Sl. No.	State	Total area identified (lakhs ha.)	District/Potential Areas
1.	Andhra Pradesh	4.00	Krishna, East Godavari, West Godavari, Srikakulam, Vizhianagaram, Visakhapatnam, Khammam, Guntur, Prakasam, Nellore.
2.	Assam	0.10	Darrang, Dibrugarh, Goalpara, Kamrup, Lakhimpur, Nowgong and Sibsagar.
3.	Karnataka	2.50	Tungabhadra, Irrigation Project, Bhadra Project, Banavasi, Upper Krishna, Cauvery Basin, Mala prabha and Ghataprabha Irrigation Project Areas
4.	Kerala	0.05	Southern Kerala.
5.	Maharashtra	0.10	Ratnagiri district, Thilleri Project Water and Vaishasti; Jagbudi river basin and Nathenvadi Project area in Khed taluk, Thulji and Thilleri Project areas and Surya Project area in Thane.
6.	Orissa	0.10	Koraput, Alimala, Patteru, Raiponia, Palaipal and Simulapal, Indravathi project areas at Jaipatna in Kalahandi district and Ramiala Irrigation project in Dhenkanal District.
7.	Tamil Nadu	0.25	Mayavaram, Sirkali, Kumbakonam, Nannilam, Myladuthurai, Papanasam, Tarangambadi and Thiruvaiyaro areas of Thanjavur district and Trichy taluks of Tiruchirappalli District.
8.	Tripura	0.05	Baspadua near Balonia.

Sl. No.	State	Total area identified (lakhs ha.)	District/Potential Areas
9.	West Bengal	0.01	Jalpaiguri, Darjeeling and Cooch Behar districts, 24-Paraganas district also recommended.
10.	Gujarat	0.61	Ukai-Kakrapar Irrigation Project, Daman Ganga Command Area, Sardar Sarovar Irrigation Project and Aliabat Island.
11.	Goa	0.10	Western Ghat Region.
Total		7.96	

### **Pollution Complaints**

2052. SHRI V. SREENIVASA PRASAD:

SHRI TARA CHAND KHANDELWAL:

SHRI TARA SINGH:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the NGO cell set up in the Central Pollution Board had received a large number of complaints regarding pollution problem during 1993;

(b) if so, whether a large number of complaints out of the total received are still lying undisposed;

(c) if so, the reasons therefor; and

(d) the steps Government propose to take to contemplate action on the basis of reports ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH):  
(a) The NGO cell has been set up in the Central Pollution Control Board with the objective to creating mass awareness and of involving NGOs in pollution abatement programmes. This cell has not received any specific complaints relating to pollution problems.

(b) to (d). Central Pollution Control Board has been receiving public complaints relating to pollution control, other than those received in the NGO cell, and these complaints are referred to the concerned State Pollution Control Boards and Pollution Control Committee with respect to the Union Territories. As on December, 1993, 480 complaints were received, out of which, 125 cases had been disposed off. Since the State Pollution Control Boards are having statutory responsibilities to implement the Water and Air Acts, the complaints are referred to them for necessary action and early disposal. In specific case, where the

help is required, Central Pollution Control Board assists the State Boards/committees for investigation and monitoring.

### **Electrification of Bandel-Katwa line**

2053. SHRI SAIFUDDIN CHOUDHURY: Will the Minister of RAILWAYS be pleased to state:

(a) the latest position of the electrification of Bandel-Katwa line of the Eastern Railway;

(b) whether the Government have taken any steps to complete this work within a fixed time; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) Physical field works have already been taken up. Power supply arrangements are being tied up with West Bengal State Electricity Board. Approximately 3% progress has been made so far.

(b) Yes, Sir.

(c) Contracts have been awarded for OHE works. Materials required for the works are being arranged on priority. Adequate funds are catered for in the Budget Estimate 1994-95 with a view to complete the work according to schedule.

### **Appointment of Lecturers in Delhi University**

2054. SHRI RAMASHRAY PRASAD SINGH: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the criteria about the appointment of lecturers, readers and professors in the University of Delhi; and

(b) the number of appointments of lecturers made in the Delhi University during the last three years, department-wise ?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) Appointments to the posts of lecturers, readers and professors in the University of Delhi are made by the Executive Council of the University on the basis of the recommendations of the Selection Committee constituted for the purpose in accordance with the Statutes of the University. The University has informed that these posts are advertised as per the qualifications prescribed in its Ordinances.

(b) According to the information furnished by the University the number of appointments for the posts of lecturers made during the years 1991-92 and 1992-93, department-wise, were as under:

Sl. No.	Name of Department	No. of Posts
1.	African Studies	1
2.	Buddhist Studies	1
3.	Chinese & Japanese Studies	2
4.	Education	6
5.	Germanic & Romance Studies	1
6.	Law	10
7.	Mathematics	1
8.	Operational Research	1

Sl No.	Name of Department	No. of Posts
9.	Philosophy	2
10.	Physics	9
11.	Social Work	1
12.	Sociology	5
13.	Zoology	5

The University has further reported that no selection for the posts of lecturers was made during the year 1993-94.

#### **Rail Link Between Nadikudu and Ongole**

2055. PROF. UMMAREDEY VEN-KATESWARLU: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to have a direct rail link between Nadikudu and Ongole in the South Central Railway;

(b) whether any survey has been made; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) and (b), No, Sir.

(c) Does not arise.

#### **Construction of Rail Track**

2056. SHRI VILASRAO NAG-NATHRAO GUNDEWAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to construct 320 kilometre Solapur Beed-Aurangabad-Chalisgaon rail track for the smooth movement of passengers and goods trains there; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) No, Sir.

(b) Does not arise.

#### **Circular Railway, Calcutta**

2057. SHRIMATI MALINI BHATTACHARYA:

SHRI AMAL DATTA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware of the over crowding during the peak hours on the Circular Railway System in Calcutta; and

(b) if so, the steps taken to reduce the over-crowding during the peak hours?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) The capacity of the coaches of the circular trains running in Calcutta remains fully occupied during peak hours.

(b) Does not arise.

#### **Rajdhani Express**

2058. SHRI HARADHAN ROY:

SHRI TARIT BARAN TOPDAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Howrah-New Delhi Rajdhani Express is running late nowadays; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) There have been cases of late running in the recent past.

(b) During January '94 and February '94 the punctuality of New Delhi-Howrah Rajdhani Express was 45.2% and 71.4% respectively in the Up direction and 87.1% and 85.7% respectively in the Dn. direction. The punctuality suffered mainly on account of accidents, public agitations, engine failures, signall failures, alarm chain pulling etc.

#### **Flood Affected areas of Assam**

2059. SHRI NURUL ISLAM: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government have received a report on flood affected areas from the Assam Government;

(b) if so, the details thereof;

(c) whether the Government have formulated any special action plan for flood-control in the North-Eastern Region of the country; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF

AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) to (d). Information is being collected and will be laid on the Table of the Sabha.

[*Translation*]

#### **Assistance for National Agricultural Extension Project**

2060. SHRI SHIVRAJ SINGH CHAUHAN:

DR. KARTIKESWAR PATRA:

SHRI PREM CHAND RAM:

Will the Minister of AGRICULTURE be pleased to state:

(a) the names of the projects for which financial assistance has been received by the State Governments from World Bank under the National Agricultural Extension Project indicating the amount received for the purpose during the last three years, State-Wise;

(b) the details of the achievements made with the said assistance during the above period;

(c) whether the production in agriculture has increased as a result of implementation of the National Agricultural Extension Project; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) Financial assistance to the

States under the National Agricultural Extension Project (NAEP) is not direct but on reimbursement basis. The names of the projects, details of credit disbursed (inclusive of last three years) and Advanced Central Assistance (ACA) released are given in enclosed *Statement-I*

(b) Generally the NAEP provide for incremental extension staff, civil works, vehicle procurement, training of staff, etc.

The targets and achievements under these projects are given in the enclosed *Statement-II*.

(c) and (d).Agricultural production is a function of several factors such as quality seeds, fertiliser/plant protection applications, irrigation, weather conditions etc. & extension is one of the contributory factors, as such increase in production can not be attributed to extension efforts alone.

### STATEMENT-I

*National Agricultural Extension Projects—States Covered and Financial Assistance Received during last Three years.*

(Rs. in million)

Project Effective/ closing date.	States Covered	Credit disburse- ment ending March, 1993 (including previous three years),	Advanced Central Assistance (ACA) released		
			1990-91	1991-92	1992-93
National Agricultural Extension Project-I	1. Orissa	132.982	5.0	10.0	4.0
	2. Madhya Pradesh	132.861	-	10.0	4.0
	<b>Effective:1984</b> <b>Closing:March, 93</b>	3. Rajasthan	264.540	2.3	10.0
National Agricultural Extension Project-II	4. Gujarat	227.850	2.5	5.0	5.0
	5. Haryana	115.493	-	5.0	5.0
	<b>Effective:1985</b> <b>Closing: March,93</b>	6. Karnataka	246.783	7.5	10.0
National Agricultural Extension Project-III	7. Jammu & Kashmir	184.681	-	10.0	5.0
	8. Assam	127.70	5.0	10.0	10.0
	9. H.P.	226.46	2.5	10.0	10.0
<b>Effective:1988</b> <b>Closing: March, 94</b>	10. U.P. (East)	625.60	5.0	20.0	30.0
	11. U.P. (West)*	504.79	10.0	10.0	-
	12. Punjab	5.43	-	5.0	30.0
	13. Bihar	52.00	25	10.0	5.0
			42.3	125.0	117.0

\*Project funded from NAEP-I,II,III.



**STATEMENT-II***Physical Targets and Achievements under NAEPs*

Project/ State	Position of Incremental Staff		Civil Works		Vehicle Procu- rement		Training Programme	
	T*	A**	T	A	T	A	T	A
<b>NAEP-I (Cr. 1523-IN)</b>								
Orissa	7749	7209	928	436	91	991	15853	9781
M.P.	14596	14507	470	448	2755	1967	9609	5207
Rajasthan	5442	4790	1252	1159	882	541	13794	33373
<b>NAEP-II (Cr.1569-IN)</b>								
Haryana	2032	1901	196	58	79	58	32258	7894
Gujarat	5989	4193	392	372	139	135	33017	64358
Karnataka	6529	5154	466	414	224	147	32633	39960
J & K	2378	2082	363	132	1206	285	6306	10726
<b>NAEP-III (Cr. 1754-IN)</b>								
Assam	688	276	284	261	84	52	25951	17400
H.P.	1293	10990	686	686	83	50	2281	2009
Bihar	2844	1555	327	14	48	47	6059	5063
Punjab	528	438	94	8	49	40	680	732
U.P. (Eastern Distt.)	5566	3938	1956	1030	158	148	15470	21579
U.P.(Western Distt.)	4216***	3293	1489	1172	231	201	21357	7668

\* T=Target

\*\* A=Achievement

\*\*\* U.P.(Western Distts.) Project funded from NAEP-I, II and III.

**B.P.T. Railway line**

(a) whether B.P.T. railway line in Bombay can be used for local trains;

2061. SHRI DHARMANNA  
MONDAYYA SADUL: Will the Minister of  
RAILWAYS be pleased to state:

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C.LENKA): (a) to (c).Bombay Port Trust lines are private siding lines and as such there is no plan to run suburban trains on these lines.

[English]

#### Asom Rastrabhasha Prachar Samiti

2062. SHRI PROBIN DEKA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to refer to the reply given to Unstarred Question No. 503 on August 11, 1992 and state:

(a) whether the enquiry into the alleged discrimination in the selection of Hindi Vidyalayas by Asom Rastrabhasha Prachar Samiti, Guwahati has been completed;

(b) if so, the findings thereof; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE (KUMARI SELJA): (a) Yes Sir. The enquiry report in respect of Asom Rashtrabhasha Prachar Samiti, Guwahati into the alleged discrimination against Upperhali Vidyalaya and Barak Valley Vidyalaya has been received from the Central Hindi Directorate.

(b) The report has revealed that Upperhali Vidyalaya was not associated with the Asom Rashtrabhasha Prachar Samiti and it was not an examination

centre of the Samiti. This Vidyalaya became an examination centre only in 1991 and they submitted application for grant in the year 1992. It was not found possible for the Samiti to consider their proposal for grant. In the case of Barak Valley Vidyalaya, the report reveals that this Vidyalaya had received the grant in 1991-92.

(c) The report has been examined by the Government and no discrimination has been established.

#### Railway Line from Azimgang to Nasipur

2063. SHRI ZAINAL ABEDIN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to construct a 2 km railway line from Azimgang to Nasipur railway line in view of the demand of the people of Murshidabad district of West Bengal; and

(b) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C.LENKA): (a) No, Sir.

(b) Constraint of resources.

[Translation]

#### Halt at Kodarma Station

2064. SHRI BHUBANESHWAR PRASAD MEHTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to provide a halt of Purushottam Express between Delhi and Puri at

Kodarma Station in Hazaribagh for the convenience of the passengers there; and

(b) if so, the time by which the action is likely to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C.LENKA): (a) No, Sir.

(b) Does not arise.

[English]

### **Women Commissions**

2065. SHRI ARVIND TULSHIRAM KAMBLE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the names of the States where women commissions to check atrocities on women have been set up;

(b) the names of States where such commissions are proposed to be set up;

(c) the time by which these are likely to be set up in all States; and

(d) the achievements of these commissions during the last one year?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF WOMEN AND CHILD DEVELOPMENT) (SHRIMATI BASAVA RAJESWARI): (a) **State Commissions for Women have been set up in States of Assam, Maharashtra, Orissa, Tamilnadu and West Bengal.**

(b) and (c). **Instructions have been issued to all the State Governments to set**

up State Commissions on Women. However, it is for the State Governments to set up such Commissions.

(d) The State Commissions on Women in States of Assam, Maharashtra, Orissa, Tamilnadu and West Bengal have been set up only recently.

### **Suburban Train in Calcutta**

2066. SHRI TARIT BARAN TOPDAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware that the commuters are facing hardships due to overcrowding in suburban trains in greater Calcutta;

(b) if so, whether any remedial measures have been taken to reduce overcrowding in local trains;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) Overcrowding in trains running on suburban sections in Calcutta area is noticed during peak hours.

(b) to (d). For reducing overcrowding, additional trains are run and the load of trains augmented from time to time.

### **Procurement of Paddy**

2067. SHRI ARJUN CHARAN SETHI: Will the Minister of FOOD be pleased to state:

(a) whether FCI has not procured its quota of paddy from the Government of Orissa;

(b) If so, the reasons therefor; and

(c) the steps taken by the Government to safeguard the interest of Orissa paddy growers?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) and (b). The procurement of paddy for the Central Pool under the price support scheme being totally voluntary, no quota, as such, can be fixed.

(c) 41 purchase centres have been opened in Orissa during 1993-94 Kharif marketing season.

#### **World Book Fair**

2068. SHRI RAJENDRA KUMAR SHARMA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the total number of participants who took part in the 11th New Delhi 'World Book Fair';

(b) the number of foreign participants who took part in the said fair;

(c) the main object of the fair; and

(d) the amount of business that took place in the fair?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF

CULTURE) (KUMARI SELJA): (a) and (b). The total number of participants in the 11th New Delhi World Book Fair was 984, out of which 64 were foreign participants.

(c) The main objective of the fair was to project Indian publishing in India and abroad and also to promote the sale of books and translation/reprint rights.

(d) According to the information furnished by Books and Publications Panel of the concerned Export Promotion Council, sales at the New Delhi World Book Fair, 1994 were estimated to be Rs. 10 crores.

*[Translation]*

#### **Delhi-Saharanpur Metre Gauge Line**

2069. SHRI PRABHU DAYAL KATHERIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the target fixed for the conversion of Delhi-Saharanpur metre gauge into broad gauge railway lines during 1993-94 has since been achieved;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C.LENKA): (a) Delhi-Saharanpur route both via Meerut and Shamli is already BG.

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

[English]

### **Coordination with MPEDA**

2070. SHRI SUDHIR SAWANT: Will the Minister of AGRICULTURE be pleased to state:

(a) whether there is any coordination between MPEDA and Department of Fisheries in relation of fish farming;

(b) if so, the details thereof alongwith the details of joint projects undertaken; and

(c) whether the Department of Fisheries is aware of the project for demonstration-cum-training centre forwarded by MPEDA to DBT for Sindhudurg district?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR):

(a) Yes, Sir. There is coordination between the Marine Products Export Development Authority (MPEDA) and the Fisheries Division of the Department of Agriculture and Cooperation (DAC).

(b) The Fisheries Development Commissioner of DAC is a Member of MPEDA. Similarly the Chairman, MPEDA, is a Member of the Central Board of Fisheries, in DAC.

There are no joint projects between the Fisheries Division of the DAC and MPEDA for development of aquaculture.

(c) The MPEDA submitted a proposal to the Department of

Biotechnology (DBT) for setting up of a demonstration-cum-training centre in Sindhudurg district. Since this is not a Research & Development project, MPEDA is being advised by DBT to approach Biotech Consortium India Ltd., (BCIL). DBT would provide the necessary help in negotiating this proposal with BCIL.

### **New Variety of Seeds**

2071. SHRI SHANTARAM POTDUKHE:

SHRI SOBHANADREES-  
WARA RAO VADDE:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether new improved varieties of paddy, wheat and pulses have been developed in the country from January 1990 to January, 1993;

(b) if so, the details thereof;

(c) whether the Government have formulated any action plan to make the seeds of these new improved varieties widely available for the production;

(d) if so, the details thereof; and

(e) the time by which improved varieties of the seeds will be made available to the farmers for their use?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR):

(a) Yes, Sir.

(b) 38 varieties of Paddy, 16 of wheat and 38 of pulses have been released and notified during this period.

(c) Yes, Sir.

(d) Action plan consists of production of breeder seed and its further multiplication into foundation and certified seeds.

(e) Normally after the release of variety certified seed is available to the farmers in three years.

[*Translation*]

### Central Pool for Foodgrains

2072. SHRI MAHENDRA KUMAR SINGH THAKUR: Will the Minister of FOOD be pleased to state:

(a) the quantity of foodgrains contributed by each State in the Central pool during 1993-94;

(b) the details of the foodgrains (wheat and rice) supplied to the States during this period; and

(c) the gap between the procurement and supply of foodgrains during this period?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) The state-wise procurement of foodgrains during 1993-94 (upto 3rd March) is enclosed (*Statement-I*).

(b) State-wise allotment and offtake of foodgrains wheat and rice during 1993-94 upto January, 1994 is also enclosed (*Statement-II*).

(c) Procurement of foodgrains forms the basis of buildup of foodgrains stocks in Central Pool. Allocations of foodgrains to States/Union territories are made out of stocks in Central pool on a month to month basis, on the basis of demands received from the States/Union Territories, their relative needs, market availability, offtake trends and other related matters. Allocations of foodgrains are not intended to meet the entire requirements of the States/Union Territories and are only supplemental in nature.

### STATEMENT-I

*Foodgrains Contribution by each State to the Central Pool during 1993-94 is as follows:—*  
(In '000 tonnes) (*Position upto 3rd March, 94*)

Sl. State/UT No.	Kharif (October-September) Rice and Paddy in terms of rice	Rabi (April-March) Wheat	Kharif (October-September) Coarsegrains
1. Andhra Pradesh	2565.5	-	5.4
2. Assam	1.8	-	-
3. Bihar	2.9	-	-

Sl. No.	State/UT	Kharif (October-September) Rice and Paddy in terms of rice	Rabi (April-March) Wheat	Kharif (October- September) Coarsegrains
4.	Gujarat	-	0.1	-
5.	Haryana	1221.2	3454.3	-
6.	Karnataka	131.8	-	71.8
7.	Madhya Pradesh	668.4	241.9	6.9
8.	Maharashtra	66.7	-	2.0
9.	Orissa	278.7	-	-
10.	Punjab	5412.7	6493.5	-
11.	Rajasthan	20.5	495.9	-
12.	Uttar Pradesh	1289.2	2127.5	-
13.	West Bengal	100.8	-	-
14.	Chandigarh	25.2	0.2	-
15.	Delhi	4.9	19.6	-
16.	Podnicherry	1.4	-	-
17.	Himachal Pradesh	-	1.1	-
Total		11791.7	12834.1	21.9

**STATEMENT-II**

*Allotment and offtake of Rice and Wheat during 1993-94 (Upto January, 1994)  
(Provisional).*

*(In '000 tonnes)*

Sl. No.	States	Rice		Wheat	
		A	O	A	O
1.	Andhra Pradesh	1902.5	1794.5	142.6	96.6
2.	Arunachal Pradesh	91.0	71.1	6.0	5.5
3.	Assam	434.0	348.5	220.0	185.2
4.	Bihar	246.0	78.9	612.0	361.6

Sl. States No.	Rice		Wheat	
	A	O	A	O
5. Goa	45.0	34.2	30.0	18.9
6. Gujarat	345.0	200.4	535.0	226.1
7. Haryana	30.0	15.6	105.5	56.9
8. Himachal Pradesh	66.2	65.7	100.0	87.1
9. Jammu & Kashmir	362.0	137.3	200.0	105.6
10. Karnataka	685.0	524.3	240.0	216.4
11. Kerala	1525.0	1417.1	290.0	270.0
12. Madhya Pradesh	409.0	170.3	410.0	198.8
13. Maharashtra	715.0	502.8	800.0	418.8
14. Manipur	100.0	43.6	29.0	21.9
15. Meghalaya	107.0	93.1	28.0	21.6
16. Mizoram	82.0	82.3	12.6	10.9
17. Nagaland	96.1	76.1	29.3	23.1
18. Orissa	38.70	176.5	215.0	180.7
19. Punjab	15.0	4.9	200.0	12.3
20. Rajasthan	78.6	16.5	858.0	430.5
21. Sikkim	45.0	37.0	6.0	5.0
22. Tamil Nadu	708.0	629.4	200.0	161.3
23. Tripura	162.0	126.6	18.0	13.2
24. Uttar Pradesh	444.0	209.0	775.0	330.6
25. West Bengal	806.0	464.7	812.0	680.1
26. Andaman & Nicobar Island	36.0	-	12.6	0.4
27. Chandigarh	3.0	2.2	18.0	11.0
28. Dadra & Nagar Haveli	5.0	0.6	2.0	-
29. Daman & Diu	5.0	0.3	1.5	0.3
30. Delhi	200.0	127.8	720.0	472.3
31. Lakshadweep	6.3	2.5	0.5	Neg.
32. Pondicherry	20.0	2.9	7.5	Neg.
<b>Total</b>	<b>10159.7</b>	<b>7456.7</b>	<b>7637.1</b>	<b>4622.7</b>

A= Allotment

O= Offtake



*[English]***Pollution by F.A.C.T.****Environmental Hazards of High Rise Buildings**

2073. DR. R. MALLU: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government have seen the detailed report on environmental hazards of high rise building in C.G.O. Complex;

(b) whether effects of noise pollution and electromagnetic waves has also been determined in the above area; and

(c) if so, the details thereof and the corrective steps taken/proposed to be taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) A report on the modern urban work environment with a reference to the high rise buildings in C.G.O. Complex was published in the Times of India, dated 4.2.94.

(b) and (c). The Central Pollution Control Board had carried out a survey on noise level during 1989-90 in the residential area of Lodi Complex, 200 metres from Jawaharlal Nehru Stadium, which is adjoining the C.G.O. Complex. The noise level in the area was within the prescribed limits. No specific study on the effects of electromagnetic waves on the health of officers working in the C.G.O. Complex has been carried out.

2074. SHRI P.C. THOMAS: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether steps have been taken to stop pollution from F.A.C.T. Cochin Division, Kerala by efflux of material into Chithirappuzha river;

(b) whether farmers have been complaining that their properties have become uncultivable for several years due to such pollution;

(c) whether a Central Team had been sent by this Ministry to assess the situation; and

(d) if so, the findings and recommendations thereof and the action taken by the Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) Yes, Sir.

(b) Yes, Sir.

(c) Yes, Sir.

(d) The following are the findings of the Central Team constituted by Ministry of Environment & Forests:—

(i) The river quality is not good.

(ii) The company has been improving the effluent treatment facilities since the commissioning in 1973 but still the standards are not fully met.

- (iii) Gypsum has been findings entry into the river for a long time.

[Translation]

**Rail Line between Sholapur-Beed-  
Aurangabad Chalisgaon**

2075. SHRI DATTA MEGHE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Maharashtra has sent a proposal for the construction of 320 kms. long rail line between Sholapur-Beed-Aurangabad Chalisgaon; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C.LENKA): (a) Yes, Sir.

(b) Consideration of proposed rail line is not feasible at present owing to acute resource constraint.

**Railway Line between Jind and Hansi**

2076. SHRI NARAIN SINGH CHAUDHARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have conducted any survey to lay railway line between Jind and Hansi;

(b) if so, the reasons for not providing resources for this important project; and

(c) the time by which the work is likely to commence on this project and the target fixed for its completion?

The following are the recommendations.

- (i) A ground water survey to ascertain the surface groundwater water interaction.
- (ii) Soil study of the low lying areas to ascertain if there is any deposit of Gypsum and Calcium Fluoride at levels likely to upset soil productivity.
- (iii) Construction of embankment on the Western side to improve the quality of land on the side (company has been instructed).
- (iv) Allowing the present bund in the present position. It has been retained.
- (v) An effective mangagement system for the Gypsum and Calcium Fluoride disposal on the river bank to be implemented urgently to prevent any chance of Gypsum in run off Water (company has been instructed).
- (vi) F.A.C.T. as directed by the Kerala Board should expedite improvement of its pollution control facilities by the target date specified by the Board i.e., June 30, 1994.
- (vii) F.A.C.T. should explore the possibility of recycling the effluent in NPK Plant.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C.LENKA): (a) Yes, Sir.

(b) The project being unremunerative and constraint of resources.

(c) Does not arise.

[English]

### **Women Laws**

2077. SHRI P.P. KALIAPERUMAL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the crimes against women are increasing due to non-implementation or faulty implementation of laws relating to women; and

(b) if so, the steps the Government propose to take to avert this melody?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF WOMEN AND CHILD DEVELOPMENT) (SHRIMATI BASAVA RAJESWARI): (a) and (b). The information is being collected and will be laid on the Table of the House.

### **Drought Prone Areas in Orissa**

2078. SHRI K. PRADHANI: Will the Minister of AGRICULTURE be pleased to state:

(a) the details of the Centrally sponsored schemes launched and proposed to be launched in drought prone areas in Orissa particularly in the

undivided Kalahandi, Koraput, Phulbani and Bolangir districts; and

(b) the amount spent on relief work during each of the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) and (b). Information is being collected and will be laid on the Table of the Sabha.

[Translation]

### **Immoral Traffic of Women**

2079. SHRI SWAMI SURESH-ANAND: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government are aware that illegal traffic with young women is still continue in the country;

(b) if so, the details thereof; and

(c) the concrete action taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF WOMEN AND CHILD DEVELOPMENT) (SHRIMATI BASAVA RAJESWARI): (a) to (c). Yes, Sir. Government views with great concern the phenomenon of illegal trafficking in young women and girls reported from time to time. The Government of India enacted the Immoral Traffic (Prevention) Act, 1956 (ITPA) as amended in 1978 and 1986 to check such offences. The Act supplements the provisions of the substantive laws against

kidnapping, sale, abduction and wrongful detention of women and girls. The Act also envisages setting up of protective homes and corrective institutions for the care, protection treatment, education and rehabilitation of the rescued women and girls. The implementation of this Act rests with the administrations of concerned State Governments/Union Territories.

The Government have also taken steps in areas such as education, awareness generation, economic empowerment, legal literacy, counselling, legal aid, enforcement, support to voluntary agencies, publicity campaigns etc. with a view to elevating the status of women which would reduce their exploitation and vulnerability to special, cultural and economic expression.

**Hindustan Aluminium Corporation  
Limited, Renukut**

2080. SHRI RAM NIHORE RAI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government are aware of the pollution caused by the Hindustan Aluminium Corporation Limited, Renukut, Uttar Pradesh;

(b) if so, the details thereof; and

(c) the remedial steps taken by the Government in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) and (b). Yes, Sir. Emissions from pot room of this plant are not complying with the prescribed standards. But, emissions from other sections of this unit, such as primary crushing, calcination, anode

preparation and power plant are complying with the prescribed standards.

(c) The U.P. Pollution Control Board has directed the plant to take necessary action for compliance of the standards in all sections of this unit. Accordingly, the plant has initiated action to instal a dry scrubbing system for control of pot room emissions.

[English]

**Protection of Monasteries**

2081. SHRI BIJOY KRISHNA HANDIQUE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the National Commission for Minorities has called for effective measures for the protection of monasteries and educational institutions propagating ancient Buddhist cultural heritage; and

(b) if so, the steps, the Government contemplate to take in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) No, Sir.

(b) Does not arise.

**Mongolian Festival**

2082. PROF. M. KAMSON: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether a Mongolian Cultural festival has been organised at New Delhi

recently for the first time in an Asian Country;

(b) if so, the details thereof with highlights of this festival and the objectives and background for such organisation;

(c) whether the Government propose to organise similar Cultural festivals of other countries to enable people of India to know cultural heritage of these countries; and

(d) if so, the details thereof and if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b) Under the provisions of the Indo-Mongolian Cultural Exchange Programme, 1994-1996, a manifestation of Mongolian culture called "Days of Mongolian Culture in India" was jointly inaugurated in New Delhi on 22nd February, 1994 by the Minister for Human Resource Development and Minister of Culture of Mongolia in the presence of the Prime Minister of India and the President of Mongolia. The events which comprised the Days of Mongolian Culture included performances by a Mongolian art troupe at Delhi, Imphal and Calcutta; festival of Mongolian films at Delhi; an exhibition "Nomad Mongols" at Indian Museum, Calcutta and a joint TV programme.

(c) and (d). While the Government is generally receptive to such proposals from other countries, the actual organisation of such events depends on a bilateral understanding on reciprocal obligations and the resultant commitments. The Bangladesh

Government have shown keen interest in bringing their cultural manifestation to India during the financial year 1994-95. The Government of India have accepted the proposal.

### **Passenger Amenities at Tellicherry Railway Station**

2083. SHRI K. MURALEE DHARAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to provide public facilities at Tellicherry Railway Station;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) and (b) Tellicherry Railway Station has already been provided with all the facilities commensurate with the volume of passenger traffic handled. As a measure of further development, works of provision of a shelter on platform No. 2, a paid waiting hall and an extension of the shelter over platform No. 1 have been taken up.

(c) Does not arise.

### **Global Tiger Forum**

2084. SHRI UDAYSINGRAO GAIKWAD: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government propose to host a International Ministerial-level Conference known as "Global Tiger Forum";

(b) if so, the details and objectives thereof;

(c) the steps proposed to be taken to achieve the same; and

(d) the number of countries which are likely to be participated in the conference?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH):

(a) Yes, Sir.

(b) The details and objectives of the forum are given in the enclosed, *Statement*.

(c) The Forum will decide the steps to be taken to achieve the objectives, after it is formally constituted.

(d) Ten countries, including India, participated in the Conference.

### STATEMENT

*The Global Tiger Forum shall have as its goal:*

To highlight the rationale for tiger preservation, to provide leadership and common approach throughout the world in order to safeguard the survival of the tiger, its prey and its habitat.

2. To attain this goal, the Global Tiger Forum shall have the following objectives:

- (i) to promote a worldwide campaign to save the tiger, its prey and its habitat.

- (ii) to promote a legal framework in the countries involved for biodiversity conservation:

- (iii) to increase the protected area network of habitats of the tiger and their respective corridors in the range countries.

- (iv) to promote eco-development programmes with the participation of the communities living in and around protected areas.

- (v) to urge countries to enter into relevant conventions for conservation of the tiger and elimination of illegal trade;

- (vi) to promote and carry out scientific research to generate informations useful for tiger, its prey and its habitat to disseminate such information in an easily accessible manner;

- (vii) to promote the development and exchange among themselves, of appropriate technologies and training programmes for scientific wildlife management;

- (viii) to encourage range countries to prepare and implement their individual Action Plans for protection and growth of the tiger population and its prey base, improvement of the habitat and enter into bilateral common preservation programme where the two range countries have adjoining habitats;

- (ix) to involve inter governmental and non-governmental organi-

sations in the protection of the tiger.

[English]

- (x) to set up a participative fund of an appropriate size to engender awareness in all places where people consume tiger derivatives for eliminating such consumption of tiger products, and identifying substitutes, in the interests of conservation.

[Translation]

#### **Palm Oil to Gujarat**

2085. SHRI N. J. RATHVA: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether a large quantity of palm oil supplied to Gujarat for Public Distribution System in recent months were found defective;

(b) if so, the details thereof;

(c) the estimated amount involved therein; and

(d) the measures taken to dispose it of?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) No, Sir.

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

#### **Studies on Capacity of Different Forests**

2086. SHRI SHRAVAN KUMAR PATEL: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether studies have been initiated in the methods of evaluation of carbon dioxide absorption capacity of different kinds of forests like tropical, temperate and deciduous and to standardize the process of evaluation of toxic emissions;

(b) if so, the details thereof alongwith the institutions entrusted with these studies; and

(c) the time by which these studies are likely to be completed?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) to (c). No, Sir. Facilities for carrying out such studies are yet to be developed. However, six institutes of the Indian Council of Forestry Research and Education (an autonomous organisation of the Ministry of Environment and Forests) are planing to carry out studies on the adsorption capacities of the tropical temperate and deciduous forests.

#### **Research on Monkeys**

2087. SHRI SURENDRA PAL PATHAK: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether any research project for saving the species of monkeys is going

on in any university of the country with foreign assistance;

(b) if so, the details thereof; and

(c) the time by which the aforesaid research programme is likely to be completed?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH):

(a) There is no such on-going research project in the knowledge of this Ministry. However, a research project titled, "Status survey, distribution and habitat evaluation of least known Indian primates, and socio-biological investigations of selected primate Taxa, with special reference to conservation and management" has been proposed for support under USIF by the Department of Zoology, University of Jodhpur, Rajasthan. The project is yet to be launched.

(b) The proposed project envisages investigations of status and ecology of non-human primates occurring in different parts of the country. The project aims at evolving the conservation strategy for some threatened primates.

(c) The research is proposed to be completed in 5 years after it is launched.

#### **Institute of Tropical Poultry Production**

2088. SHRI SANAT KUMAR MANDAL: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Union Government propose to set up an International Institute of tropical Poultry Production near Bangalore;

(b) if so, the details thereof;

(c) the nature of research in tropical poultry products likely to be undertaken at this Institute;

(d) the capital outlay involved in this project; and

(e) when it is likely to come up?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR):

(a) and (b). A Committee was constituted for the purpose of Establishment of International Institute for Tropical Poultry Production at Hesserghatta, Bangalore. The Institute when established will impart training in various disciplines of poultry production.

(c) Does not arise.

(d) and (e). Do not arise at present.

#### **Forest Research Education and Extension Project**

2089. SHRI MANORANJAN BHAKTA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government have approved the implementation of the Forest Research Education and Extension Project and accepted World Bank aid of Rs. 129 crores; and

(b) if so, the total cost involved therein?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH):



(a) and (b). Yes, Sir. The Government of India have approved the implementation of the Forestry Research, Education and Extension Project of the Indian Council of Forestry Research and Education (ICFRE) with an estimated total base line cost of Rs. 158.754 crores. Of this total cost, the World Bank assistance will amount to Rs. 129.385 crores.

#### Over Bridge on all Platforms of Howrah

2090. PROF. SUSANTA CHAKRABORTY: Will the Minister of RAILWAYS be pleased to state:

(a) whether any steps are being taken to connect all the platforms of Howrah by over-bridge or sub-way; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) and (b). As Howrah Railway Station is a terminal station where all the platforms are connected at one end through a concourse of sufficient size, there is a proposal to construct a foot-over-bridge or a sub-way connecting all the platforms.

[Translation]

#### Crop Insurance Scheme

2091. SHRI PREM CHAND RAM: Will the Minister of AGRICULTURE be pleased to state:

(a) the details of assistance given to the farmers under the Crop Insurance Scheme during 1992-93 and 1993-94 upto February, State-wise;

(b) the amount yet to be paid under the scheme to each State; and

(c) the time by which the remaining claims are likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) and (b). A *Statement* is laid on the Table of the House.

(c) Remaining claims will be settled as soon as State Governments remit their 1/3rd share and required clarifications are received wherever necessary.

#### STATEMENT

Sl. No.	Name of States/ U.Ts.	Claims Paid		Claims yet to be paid
		1992-93	1993-94	
1	2	3	4	5
1.	Andhra Pradesh	3177.56	1713.93	-
2.	Assam	3.78	4.73	-
3.	Bihar	270.38	1516.38	215.30
4.	Goa	0.03	0.20	-
5.	Gujarat	8084.41	12445.47	0.09

Sl. No.	Name of States/ U.Ts.	Claims Paid		Claims yet to be paid
		1992-93	1993-94	
6.	Himachal Pradesh	-	-	5.07
7.	Karnataka	52.95	534.22	-
8.	Kerala	27.07	21.07	-
9.	Madhya Pradesh	19.47	659.79	273.25
10.	Maharashtra	1975.05	158.89	28.12
11.	Meghalaya	-	0.95	-
12.	Orissa	81.45	458.46	-
13.	Pondicherry	1.79	0.07	-
14.	Tamil Nadu	374.88	306.92	-
15.	West Bengal	54.06	56.29	-
Total		14122.88	17877.37	521.83

[English]

#### Review of Pollution Control Status

2092. SHRI PARAS RAM BHARDWAJ: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether any initiative has been taken by the Central Government to seek the cooperation of State Governments to set up working groups to review the status of pollution control in different industries;

(b) if so, the details thereof;

(c) whether the Government also propose to set up prototype unit for recycling of wastes for manufacture of useful products; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH):

(a) and (b). No, Sir. The Ministry of Environment and Forests is holding regular meetings with the State Environment Secretaries and Chairmen of State Pollution Control Boards to review the status of pollution control in the identified 17 categories of highly polluting industrial units. The last meeting was held during January 6-7, 1994.

(c) and (d). The Government have formulated a scheme for providing financial assistance to State Governments to set up pilot plants for recycling of solid wastes. The contribution of Central Government is 10% of the project cost with a maximum limit of Rs. 20 lakhs per year. The remaining amount has to be mobilised by the State Governments.

**New Technology in Agriculture Sector**

2093. SHRI BAPU HARI CHAURE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the government have taken initiative to adopt new technology in agriculture field during the Eighth Five Year Plan;

(b) if so, the details thereof;

(c) whether the initiative has also been taken to encourage the farmers to grow new variety of crops by adopting new technology in agriculture; and

(d) if so, the results of the experiments made in changing the variety by the new technology?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) Yes, Sir.

(b) With a view to adopt new technology in agriculture field during the Eighth Five Year Plan, the following major Central Sector/Centrally Sponsored Schemes are being implemented during the Eighth Five Year Plan:—

- (1) Thrust Programme for Development of Rice, Coarse Cereals, Wheat, Pulses, Oilseeds, Cotton and Jute & Mesta.
- (2) National Watershed Development Project for Rainfed areas.
- (3) Programmes for Development of Horticultural Crops.

(4) Scheme on Balanced and Integrated use of Fertilizer .

(c) Yes, Sir.

(d) Farmers are encouraged to adopt the new varieties through seed minikits demonstrations including adoption of new technology. To illustrate, the area coverage under High Yielding Varieties of Cereals Crops has increased to about 67 million hectares during 1992-93.

**Alleppey Railway Station**

2094. SHRI THAYIL JOHN ANJALOSE: Will the Minister of RAILWAYS be pleased to state:

(a) the requirement of wagons for transportation of goods at Alleppey Railway Station from January, 1993 and the month-wise allocation thereof;

(b) the reasons for less allocation of wagons particularly for transportation of Coir goods; and

(c) the steps proposed to be taken to provide more wagons for the purpose?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) 230 indents placed at Alleppey Station were cleared during Jan. '93 to Dec. '93. The month-wise details are as under:

Months	Indents Placed	Loading
Jan.'93	24	24
Feb.'93	38	38
Mar.'93	51	51

Months	Indents Placed	Loading
Apr.'93	12	11
May.'93	9	9
June.'93	5	4
July'93	5	7
Aug.'93	1	1
Sept.'93	18	18
Oct.'93	31	31
Nov.'93	13	13
Dec.'93	23	23

(b) and (c). Demands for wagons including coir goods are generally being met on month to month basis and the position is satisfactory.

#### **Level Crossings at National Highway**

2095. DR. K.V.R. CHOWDARY: Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway level crossings on the National Highway No. 24;

(b) the number of flyover constructed over these railway level crossings;

(c) whether the Government propose to construct a fly-over at the railway crossing near Tiraha Chowk at Moradabad, Uttar Pradesh;

(d) if so, the time by which work is likely to be started thereon; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) National Highway No.24 crosses Railway lines at 20 places.

(b) Road over bridges have been constructed at 6 places and remaining 14 places have surface crossing with Railway line.

(c) Yes, Sir.

(d) and (e). State Govt. had proposed replacement of level crossing No. 413 A at Km. 1392/9-10 by a Road over bridge at Km. 1392/6-7. This proposal has not been found acceptable by Ministry of Surface Transport who have suggested the Road over bridge at Km. 1390/5 on the alignment of proposed bypass. The matter was referred to State Govt. in March'92 to check the feasibility of the proposal and complete other necessary formalities. The State Govt. have not responded so far.

#### **Introduction of Exotic Fish in Andaman Sea**

2096. SHRI R. SURENDER REDDY: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether his Ministry has all along been against the introduction of exotic species of fish in the fragile ecosystem of the Andaman and Nicobar Islands and communicated such advice to the Government of the Union Territory of Andaman and Nicobar Islands and if so, the details thereof;

(b) whether the Government of the Union Territory of Andaman and Nicobar Islands have very recently granted

permission to Lakshadweep Shipri Aquaculture Limited to carry out cage culture for European Sea Bass and Sea Beam in the Andaman Sea;

(c) if so, the details thereof and the reasons thereof;

(d) whether the society for Andaman and Nicobar Ecology had also expressed against the introduction of exotic fish in Island's ecology; and

(e) if so, the action proposed to be taken by his Ministry in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) and (b). The Central Government has not accorded environmental clearance to any proposal for introduction of exotic species of fish including European Sea Bass and Gilthead Sea Bream' for cage culture in the vicinity of the Andaman & Nicobar Islands. The Ministry has informed the Andaman & Nicobar Administrations accordingly.

(b) and (c). The Central Government is not aware of any such approval.

(d) Yes, Sir.

#### **Packages Containing Stickers**

2097. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether Super Bazar and Kendriya Bhandar are still selling items in packages containing stickers;

(b) if so, the steps taken to stop this practice; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS & PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) Super Bazar has reported that they are not selling items in packages containing stickers. However, Kendriya Bhandar has reported that they are selling all packets containing pre-packed commodities with the required label except two items viz., Cinnamon (Dal chini) and Cloves(lavang) which are sold in packings of 25 gms. each with the printed label containing all the necessary declarations inserted inside the packet.

(b) and (c). Kendriya Bhandar has reported that they have discontinued the practice of selling Cinnamon and Cloves in packings of 25gms. each with immediate effect. Instructions have been issued to godowns not to send the existing stocks of these items to the branches.

#### **Taj Mahal**

2098. SHRI SOMJIBHAI DAMOR: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether an expert team of UNESCO has suggested that the lower tomb Cenotaph Chamber of Taj Mahal may be closed to public;

(b) if so, the reasons therefor; and

(c) the reaction of the Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) No, Sir. The two UNESCO experts who visited the monument in January, 1987 have not suggested the closing of lower tomb of Cenotaph Chamber.

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

### Forest Fires in Jammu & Kashmir

2099. SHRI KASHIRAM RANA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether timber worth Rs. 200 crore and State Forest Corporation Depots in Jammu and Kashmir has been destroyed in fires, recently; and

(b) if so, the losses occurred and the action taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) and (b). The State Government has reported that timber worth Rs. 422.26 lakhs was destroyed in fires in the State Forest Corporation Depots. The cases have been referred to the Crime Branch of Jammu and Kashmir Police.

### Production and Export of Spices

2100. SHRI GOPI NATH GAJAPATHI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government have formulated any scheme for increasing the production and the export of spices;

(b) if so, the details thereof; and

(c) the target fixed for the Eighth Five Year Plan, State-Wise?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) and (b). A Centrally Sponsored Integrated Programme for the Development of Spices is being implemented for increasing the production of spices during VIII Plan with an outlay of Rs.125.00 crores. Programmes are also being implemented by the Spices Board under Ministry of Commerce for export promotion of spices. The major programmes for increasing production of spices include: (i) Production and distribution of planting material of high yielding and better quality varieties; (ii) Distribution of minikits; (iii) Rehabilitation of old gardens; (iv) Control of major pests and diseases; (v) Laying out demonstrations in farmers' fields for popularising improved varieties and agro-techniques; (vi) Area expansion; (vii) Establishment of model gardens in non-traditional areas; and (viii) Encouraging organised marketing and processing under co-operative sector. The scheme is being implemented in 25 States and 2 Union Territories.

Similarly, the export promotion programmes for spices being implemented are; (i) Quality evaluation and upgradation to international standards; (ii) Promoting export of value added spices; (iii) Strengthening market base in existing markets and identifying new markets; (iv) Providing assistance for promotion of specific brands by individual exporters in overseas markets; (v) Popularising Board's 'Logo' as a mark of

Indianness and Quality spices in consumer packs; (iv) Sponsoring sales-cum-study delegation, participation in selected international Food Fairs; (vii) Promoting Indian Cuisine abroad; and (viii) Collection of Market Intelligence and timely dissemination to exporters for adopting suitable strategy for export.

(c) The target of production of spices for the VIII Plan (1996-97) is 29.35 lakh tonnes. Similarly, the export target for the same period is 1.64 lakh tonnes. The State-wise targets of production and export of spices has not been fixed.

#### **Recommendations of Haskar Committee**

2101. SHRI D. VENKATESWARA RAO:  
SHRI SULTAN SALAHUDDIN OWAISI:

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

(a) whether the Haskar Committee has recommended expansion plans for the National School of Drama;

(b) if so, whether the government have implemented those recommendations; and

(c) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) Yes, Sir.

(b) and (c). In pursuance of the recommendations, the National School of Drama has decided to open Research-Cum-Resource Centres at places where there is active theatre activity. In the first phase such Centres are to be opened at Bangalore and Calcutta.

#### **Death of Elephants**

2103. SHRI ANKUSHRAO RAO-SAHEB TOPE:  
SHRI R. SURENDER REDDY:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether it has been brought to the notice of the Government that a number of elephants have died at Jaladapara Sanctuary in West Bengal in January-February, 1994 due to Anthrax epidemic;

(b) if so, the details thereof; and

(c) the steps taken or proposed to be taken to contain the epidemics and protect the elephants and other animal population in the sanctuaries?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH):

(a) and (b). Yes, Sir. The Chief Wildlife Warden, West Bengal has reported that 3 carcasses of wild elephants were detected in Jaldapara Wildlife Sanctuary in January/February 1994. The carcasses detected on 3.2.1994 bore visible symptom of anthrax in the form of discharge of blood through natural orifices like nostrils, genitals etc. Blood samples collected from the carcasses were sent for examination at the laboratory of the

veterinary organisation of Jalpaiguri which confirmed existence of bacteria causing anthrax.

using metal and disposable darts and distinject guns.

[Translation]

**Letters of Intent for Sugar Mills**

2104. SHRI RAJENDRA  
AGNIHOTRI:

SHRI ARVIND TULSHIRAM  
KAMBLE:

SHRI H.D. DEVEGOWDA:

SHRI KASHIRAM RANA:

Will the Minister of FOOD be pleased to state:

(a) the number of letters of intent for setting up of new sugar mills in Uttar Pradesh, Maharashtra and Karnataka cleared during 1993-94;

(b) the details thereof, location-wise;

(c) whether these sugar mills are proposed to be set up in private or cooperative sectors; and

(d) the time by which they are likely to be set up?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) to (c). Twelve letters of intent have been issued in Uttar Pradesh for setting up of new sugar mills during the sugar year 1993-94 upto January, 1994. A statement giving the details of these Mills is at Annexure. No letter of intent has been issued in Maharashtra and Karnataka during the sugar year 1993-94 uptil yet.

(d) Generally, it takes about 3-4 years to establish a new sugar factory.

(c) The steps taken to contain the epidemic and other population in sanctuary include:

(i) All the three carcasses were burried deep in the soil. A space of 100 mtr. x 100 mtr. around each carcass was demarcated and this area was given a good burn. The areas have also been fenced up by barbed wire to ensure that no wild herbivore enters into this area.

(ii) All captive elephants located within boundaries of Jaldapara Wildlife Sanctuary have been vaccinated against anthrax. Water holes and salt-licks, located in the blocks and compartments where the carcasses were found, have been disinfected.

(iii) Immunisation programme of the fringe cattle has been taken up on war-footing by organising immunisation camps in villages with the help of district veterinary organisation. Approx. 18,000 cattle have been immunised in approx. 24 villages so far.

(iv) The target species of Jaldapara Wildlife Sanctuary being the Great Indian one-horned Rhinoceros, the existing population has been immunised by vaccination



**STATEMENT**

*Letters of intent issued during the Sugar Year 1993-94 upto January, 1994 for setting up of New Sugar Mills (Location-wise, Sector-wise) in Uttar Pradesh*

Sl. No.	Name of the applicant	Location	Sector
1.	Shri Mahesh Vithaldas Chaturvedi	Rayamath, Distt. Mathura, Uttar Pradesh.	Pvt.
2.	M/s. JK Industries Ltd.	Mirganj, Distt. Bareilly, Uttar Pradesh.	—do—
3.	M/s. Oswal Spinning and Weaving Mills Ltd.	Nawabganj, Distt. Bareilly, Uttar Pradesh.	—do—
4.	Shri Shailendra Mohan	Rasool Pur, Distt. Saharanpur, Uttar Pradesh.	—do—
5.	Shri Gautam R. Morarka	Bundki, Distt. Bijnor, Uttar Pradesh.	—do—
6.	Shri N.K. Srivastava	Shohratgarh, Distt. Siddharthnagar, Uttar Pradesh.	—do—
7.	Indo Gulf Explosives Ltd.	Trilokpur, Distt. Gonda, Uttar Pradesh.	—do—
8.	M/s. Sharda Sugar and Industries Ltd.	Sharda-Nagar Lakhmipur Kheri, Uttar Pradesh	—do—
9.	Shri Satwant Singh M/s. Simbhaoli Sugar Mills Ltd.	Chilwaria, Distt. Bahraich, Uttar Pradesh.	—do—
10.	M/s. The Seksaria Biswan Sugar Factory Ltd.	Behta Reusa P.O. Biswan, Distt. Sitapur, Uttar Pradesh.	—do—
11.	M/s. Gomati Sugar Mills Private Ltd.	Jung Bahadur Ganj, Distt. Lakhimpur Kheri, Uttar Pradesh.	—do—
12.	M/s. U.P. Coop. Sugar Factories Federation Ltd.	Baheri Brahman, Thakurdwara, Distt. Moradabad, Uttar Pradesh.	Coop.

**Electric Locomotives**

2105. SHRI GUMAN MAL

LODHA:

SHRI NITISH KUMAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to modernise the Chitrangan Locomotive Factory for the manufacture of electric locomotives of 6000 h.p. capacity:

(b) if so, the estimated amount likely to be spent thereon;

(c) the period fixed for completion of this scheme;

(d) the sources from where the funds are likely to be mobilised;

(e) whether the existing rail lines are required to be changed for operation of these powerful locomotives; and

(f) if, so, the steps proposed to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) Yes, Sir.

(b) Rs. 25 Crores.

(c) Approximately three years.

(d) Budgetary support of through internal generation of resources.

(e) No, Sir.

(f) Does not arise.

[English]

### **Third line between Shaktigarh and Bandel**

2106. SHRI PURNA CHANDRA MALIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal for construction of third and fourth lines between Shaktigarh and Bandel for smooth running of goods as well as passenger trains;

(b) if so, the details thereof; and

(c) the steps being taken in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) No, Sir.

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

[Translation]

### **Gauge conversion in Uttar Pradesh**

2107. DR. LAL BAHADUR RAWAL:

SHRI JANARDAN MISRA:

Will the Minister of RAILWAYS be pleased to state:

(a) the names of the various places in Uttar Pradesh where new railway lines have been laid during 1993;

(b) the places in the State where new railway lines are being laid at present;

(c) the time by which this work is likely to be completed; and

(d) the details of the works in regard to extension of and improvement in railway services and laying of lines in Uttar Pradesh proposed to be carried out by the Government during the year 1994-95 ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) (1) Between Mathura and Deeg and (2) Between Rudrapur and Lalkuan.

(b) Between Bagaha-Chhitauni and between Etawah and Gwalior (partly in U.P.).

(c) and (d). Bagaha-Chhitauni new line work is targetted for completion by 1995-96 subject to co-sharers viz. Govts. of UP & Bihar and Ministry of Water Resources coming forth with their shares in time. Gwalior-Etawah line is targetted for completion by 31.3.97.

[English]

#### Foreign Industrial Units

2108. SHRI MULLAPPALLY RAM-  
CHANDRAN:  
SHRI MOHAN RAWALE:  
SHRI GURUDAS KAMAT:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether certain foreign industries are shifting their polluting units to India;

(b) if so, the number of such units set up or being set up in India;

(c) whether permission and clearance have been given or proposed to be given for setting up such units; and

(d) the preventive action taken/proposed to be taken by the Government to check pollution by such units ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH):  
(a) and (b).The Ministry of Environment & Forests has no specific information on

any foreign company shifting or proposing to shift their polluting units to India.

(c) Does not arise.

(d) The Government of India issued a notification on 27.01.1994 under section 3 of the Environment (Protection) Act, 1986. The Notification identified 29 activities for which prior environmental clearance is required subject to certain conditions.

[Translation]

#### Construction of Platform

2109. SHRI \*ARJUN SINGH YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) the number of stations where platform have been constructed in each zone during the last three years;

(b) the number of stations where platforms are under construction divisionwise; and

(c) the names of the stations where platforms are proposed to be constructed in the near future ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS ( SHRI K.C. LENKA): (a) Details are as under:—

*Number of stations where platforms have been constructed during the last three years*

Railway Zone	No. of Stations
Central	35
Eastern	19

Railway Zone	No. of Stations	Division	No. of Stations
Northern	35	Jodhpur	2
North Eastern	12	<b>North Eastern Railway</b>	
Northeast Frontier	4	Izzatnagar	8
Southern	34	Sonepur	1
South Central	32	Varanasi	1
South Eastern	20	Lucknow	1
Western	3	<b>Northeast Frontier Railway</b>	
(b) Details are as under:- <i>Number of Stations where Platforms are under construction:</i>		Katihar	3
		<b>Southern Railway</b>	
Division		Palghat	1
		Trivandrum	5
<b>Central Railway</b>		Madras	3
		Bangalore	8
Bombay	3	<b>South Central Railway</b>	
Nagpur	6	Hubli	2
Solapur	2	Secunderabad	2
Bhopal	3	Vijayawada	2
Jhansi	9	<b>South Eastern Railway</b>	
<b>Eastern Railway</b>		Chakradharpur	3
Danapur	5	Kharagpur	1
Malda	4	Sambalpur	8
Mughalsarai	1	Waltair	6
Sealdah	3	<b>Western Railway</b>	
<b>Northern Railway</b>		Bombay	2
Bikaner	2	(c) Adequacy of existing platforms is reviewed periodically and additional platforms constructed when so required by traffic density/pattern subject to availability of funds. Additional platforms are also constructed under various schemes of Doublings, Gauge Conver-	
Moradabad	3		
Lucknow	3		
Delhi	2		
Allahabad	1		

sions, New lines, etc. which are sanctioned from time to time. In future also construction of new platforms will be taken up when so warranted depending upon availability of funds.

[English]

### **Accident on Kishanganj Crossing**

2110. SHRI SUBRATA MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware that several accidents took place at Kishanganj level crossing on National Highway No. 31 during the last three years;

(b) if so, the details thereof; and

(c) the steps the Government propose to take to avert such accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) to (c). No train accident has occurred at Kishanganj level crossing on the National Highway No. 31 during the last three years.

### **Theft of Idols**

2111. DR. KRUPASINDHU BHOI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government are aware of the increasing cases of theft of precious idols from temples in Mayurbhanj and other districts of Orissa;

(b) if so, the details of the idols stolen during 1993-94 with estimated value thereof; and

(c) the steps taken for the protection of such idols ?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) Yes, Sir.

(b) 36 brass idols were stolen from an unprotected Math known as Joshipur Math, District Mayurbhanj during the year 1993-94. Further six cases of thefts of idols have been reported involving 15 objects from other Districts of Orissa during this period. Out of which three of them have been recovered so far.

(c) The matter has been referred to the Central Investigating Agencies and State authorities concerned. In addition, the State Government has been requested to render necessary help/co-operation for protection of ancient idols and prevent such thefts in future.

### **Hubli Workshop**

2112. SHRIMATI CHANDRA PRABHA URS: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to upgrade and convert the Hubli Workshop into Broadgauge Workshop; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b). The matter is under consideration.

**Engineering Degrees**

2113. SHRIMATI DIPIKA H. TOPIWALA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have received any complaint regarding alleged irregularities in the examination system and the award of engineering degrees by the Institution of Mechanical Engineering, Bombay; and

(b) if so, the action taken or proposed to be taken by the Government in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) Yes, Sir.

(b) The complaint was forwarded to the Institution of Mechanical Engineers (India), Bombay in the year 1992 for appropriate action as the Ministry has no control over the academic and administrative matters of the Institution. However, the complaint has been reported as baseless by the Institution.

**Cattle Population**

2114. SHRI C.P. MUDALA GIRIYAPPA: Will the Minister of AGRICULTURE be pleased to state:

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

(b) whether this number has decreased in the recent years;

(c) if so, the reasons therefor, and

(d) the steps taken by the Government to increase their population?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR):

(a) The number of cattle population as per provisional results of Livestock Census - 1987, is 195.87 million.

(b) No, Sir.

(c) and (d): Do not arise.

**3-Tier AC Coaches**

2115. SHRI S.M. LALJAN BASHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to introduce 3-tier A.C. coaches in trains touching Guntur on the South Central Railway; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) At present there is no proposal.

(b) Does not arise.

**Calamity Relief Fund**

2116. SHRI CHANDRESH PATEL: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government have received any proposal from Gujarat for financial assistance and for increase in the Central share of Calamity Relief Fund for the famine and drought prone areas in the State;

(b) if so, the details thereof;

(c) the action taken by the Government thereon;

(d) the amount sanctioned and actually released from 1990 to February, 1994, year-wise; and

(e) the amount likely to be released during February, 1994 and June, 1994?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) and (b). Government of Gujarat has not submitted any proposal for enhancing the annual allocation under the Calamity Relief Fund. However, the State Government had submitted a memorandum during 1991-92 seeking additional assistance of Rs. 650.00 crores in the wake of drought conditions.

(c) and (d). Under the existing arrangement in force from 1.4.1990, the State Government is required to undertake relief measures using the corpus of the Calamity Relief Fund. Keeping in view the gravity of the drought situation, Government of India had sanctioned advance release of the Central share of CRF during 1991-92. Government of India released its entire annual share of CRF amounting to Rs. 63.75 crores from 1990-91 to 1993-94 to the State Government.

(e) The first instalment of Central share of CRF for the year 1994-95 amounting to Rs. 15.9375 crores is scheduled to be released on 1st April, 1994.

### Primary Schools

2117. SHRI RABI RAY:

SHRI RAM VILAS  
PASWAN:

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

(a) the details of the discussions that took place during the Chief Ministers' Conference held in New Delhi on February 15, 1994;

(b) whether the reconstruction of Primary Schools under District Primary Education Programme was also discussed during the said conference; and

(c) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) to (c). The Conference of Chief Ministers held in New Delhi on 15th February, 1994 discussed the reports of the National Development Council (NDC) Committee on literacy and the Central Advisory Board of Education (CABE) Committee on Decentralised Management of Education and proposals related to Education for All (EFA) which included District Primary Education Programme. The Conference decided that EFA should be given the highest priority and support in terms of

decentralised management, increased resources and monitoring mechanisms should also be provided.

### Fisheries in Andhra Pradesh

2118. SHRI G.M.C. BALAYOGI: Will the Minister of AGRICULTURE be pleased to state:

(a) the details of the scheme launched by the Government to promote prawn and aquaculture in Andhra Pradesh;

(b) the assistance provided by the Government for this purpose during 1992-93 and 1993-94, scheme-wise; and

(c) the progress made so far, scheme-wise?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR):

(a) Some of the major schemes for promoting fish and shrimp aquaculture in Andhra Pradesh are:

(i) Development of Freshwater aquaculture through establishment of Fish Farmers' Development Agencies in 22 districts

(ii) Development of Brackishwater Aquaculture through establishment of Brackishwater Fish Farmers Development Age-

ncies in the 6 coastal districts and establishment of pilot shrimp farms at Polekkurru Phase I and II, and a shrimp seed hatchery at Suryalanka.

(iii) Implementation of a World Bank assisted Shrimp and Fish Culture project covering about 1400 ha. brackishwater land about 15,300 ha. reservoir area; etc.

(b) Central assistance provided by the Government during 1992-93 and 1993-94 for these schemes is furnished below:—

(Rs. in lakh)

	1992-93	1993-94
1. Development of Fresh-water Aquaculture	22.00	22.00
2. Development of Brackishwater Aquaculture	73.12	60.00 Till Feb. 1993)
3. World Bank assisted Shrimp and Fish Culture Project	300.0*	89.00*

\* Advance additional Central assistance.

(c) The progress made so far scheme-wise is as under:

	Area brought under Aqua-culture (ha.)	Farmers Trained (Nos.)
1. Development of freshwater Aquaculture	13022	7545
2. Development of Brackishwater aquaculture through BFDAs	260	



	Area brought under Aqua-culture (ha.)	Farmers Trained (Nos.)
3. World Bank assisted Shrimp and Fish culture project		The detailed designs and estimates for construction of shrimp farms in 2 sites have been approved. 11 landing sheds are to be constructed in selected reservoirs.

### Forestry Project of Andhra Pradesh

2119. SHRI BOLLA BULLI  
RAMAIAH:

DR. D. VENKATESHWARA  
RAO:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government of Andhra Pradesh is launching forestry project with the help of the World Bank assistance;

(b) if so, the details thereof;

(c) whether the World Bank had approved the forestry scheme in the State;

(d) the number of people including tribals and other backward communities likely to be benefited; and

(e) the time by which the project is likely to start?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH):  
(a) to (e) The State Government of Andhra Pradesh had prepared a project proposal titled Andhra Pradesh Forestry Project. The project has been approved by the World Bank for provision of financial assistance. The project implementation will start in 1994-95.

The project, with a total cost of Rs. 354 crores and covering the entire State of Andhra Pradesh, will be implemented over a period of six years. The objectives of the project are to increase forest productivity and quality, protect the environment and strengthen and improve the functioning of the forestry administration in the State.

With the implementation of the project, it is expected that around 7 lakh households of fringe forest dwellers, including 1.5 lakh tribal households, would benefit from the activities of the project. The expected employment generation under the project is about 8 crore person days.

[Translation]

### Alternatives of Ozone Depleting Substances

2120. SHRI RAJESH KUMAR:

SHRIMATI BHAVNA  
CHIKHLIA:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government are aware of 'performance fluids' the new alternatives of Ozone Depleting Substances developed by an American firm;

(b) if so, the efforts made by the Government to get these alternatives of ODS;

(c) the extent to which other alternatives of ODS have been used

replaced by non-toxic and safe propellants and coolants;

(d) whether such products enjoy any exemption/rebate of any kind and if so, the details thereof; and

(e) the international assistance being received for this purpose?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) and (b). No, Sir. However, there are a number of alternatives of Ozone Depleting Substances, some proven and some yet to be proved. A few alternatives to the Ozone Depleting Substances, used in India, are available within the country. Other chemicals may have to be imported. Some research institutions are also making efforts to develop alternatives substances.

(c) and (e). Having acceded to the Montreal Protocol, India is eligible to get incremental cost from the Multilateral fund for phase out of ODS by submitting projects using alternatives of ODS. Once the projects are implemented, it can be said that a specified quantity of Ozone Depleting Substances has been replaced by the alternative chemicals. The assistance is approved by the Fund on project to project basis. As of now, actual phase out of ODS due to the projects funded by the Multilateral fund is NIL. So far, fifteen projects for about 5 million of incremental cost have been approved by the Multilateral Fund for India.

(d) It has, been decided by the Govt. in principle to examine, on the merits of each case, requests for fiscal concessions in excise and custom duties for import of technology and machinery

for projects funded by the Multilateral Fund.

[English]

### **Regional Centres of U.G.C.**

2121. SHRI K.T. VANDAYAR: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government propose to establish Regional Centres of University Grants Commission in States; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b). According to the information furnished by UGC, the Commission has taken a decision, in principle, to set up its regional offices. An Empowered Committee, constituted by the UGC, is examining the various issues like location of regional offices, requirement of infrastructural facilities, operational frame-work, etc.

### **Vocationalisation of Secondary Education**

2122. SHRI ANNA JOSHI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the vocational courses at secondary level in the schools of Maharashtra had been taken up during 1991-92, 1992-93 and 1993-94;

(b) if so, the financial assistance made available to the State during 1992-93; and

(c) if not, the reasons for non-implementation of vocationalisation of secondary education in the State during the last three years?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) Yes, Sir.

(b) Under the Centrally Sponsored Scheme of Vocationalisation of Secondary Education at +2 level, an amount of Rs. 2195.33 lakhs was sanctioned during 1992-93.

(c) Does not arise.

#### **Land Acquisition Charges**

2123. SHRI V.S. VIJAYA-RAGHAVAN:

PROF. SAVITHRI LAKSH-MANAN:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government provide financial assistance in respect of land acquisition charges for fishing harbours and landing centres;

(b) if so, the details thereof;

(c) if not, whether there is a proposal to meet 50 percent of the land acquisition charges by the Union Government; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) A decision has been taken not to provide for land acquisition costs for projects for fishing harbours and fish landing centres.

(b) Question does not arise.

(c) and (d). Government of Kerala has requested the Central Government for meeting 50 percent of the land acquisition cost for fishery harbour projects in view of the high cost of land in Kerala.

#### **Restructuring Report**

2124. DR. AMRIT LAL KALIDAS PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether restructuring report regarding the upgrading of posts of reservation staff and medical staff on the Northern Railway has not been implemented so far;

(b) if so, the reasons therefor; and

(c) the time by which it is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) to (c). Major part of the restructuring of the categories of Reservation Staff and para-medical staff have been finalised and benefits given.

For the remaining portion, selections are being held.

[Translation]

**Loss due to Hail Storm**

2125. DR. LAXMINARAYAN PANDEYA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether during the last week of December, 1993 and first week of January, 1994 heavy hailstorm struck the several districts of Madhya Pradesh particularly Mandsaur, Ratlam and Ujjain districts and damaged the crops;

(b) if so, whether the Government have provided any special assistance to the farmers whose crops were damaged; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) According to report received from Government of Madhya Pradesh, parts of the districts of Shajapur, Rajgarh and Mandsaur were affected by hailstorm in the last week of December, 1993 and first week of January, 1994. Shajapur and Rajgarh were again affected in February, 94. Parts of the districts of Ratlam and Ujjain were affected on 22nd January, 1994. The hailstorm damaged crops in an area of 14,700 ha. in these districts.

(b) and (c). Government of Madhya Pradesh has provided financial assistance of Rs. 67.00 lakhs to the affected farmers as per State Government norms.

**Palamau Tiger Reserve**

2126. SHRI LALIT ORAON: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the amount spent by the Union Government and the Government of Bihar separately on the Palamau Tiger Project in Bihar;

(b) the number of tigers and other animals separately under this project;

(c) whether the Government are aware that the area of this Tiger Project is proposed to be acquired under the Manoeuvres, Field Firing and Artillery Practice Act, 1938 which will make the life of wild animals miserable; and

(d) if so, the steps taken/proposed to be taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) to (d). The information is being collected from the State Government of Bihar and will be laid on the Table of the House.

[English]

**Aircoolers for IInd Class**

2127. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to provide air-coolers for second class 3-tier compartments in long distance trains in summer; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE  
MINISTRY OF RAILWAYS (SHRI K.C.  
LENKA): (a) No, Sir.

(b) Does not arise.

#### **Ticket Checking Staff**

2128. SHRIMATI MALINI  
BHATTACHARYA:  
SHRI AMAL DATTA:  
SHRI AJOY MUKHO-  
PADYAY:

Will the Minister of RAILWAYS be  
pleased to state:

(a) whether there is shortage of  
ticket checking staff under different zonal  
railways;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE  
MINISTRY OF RAILWAYS (SHRI K.C.  
LENKA): (a) Yes, Sir.

(b) and (c). The information is being  
collected and will be laid on the Table of  
the Sabha.

#### **House of Ishwar Chandra Vidyasagar**

2129. SHRI CHITTA BASU: Will the  
Minister of HUMAN RESOURCE  
DEVELOPMENT be pleased to state:

(a) whether the Government have  
any proposal to preserve the house of  
Ishwar Chandra Vidyasagar at Calcutta

and convert it into a national museum;  
and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE  
MINISTRY OF HUMAN RESOURCE  
DEVELOPMENT (DEPARTMENT OF  
EDUCATION AND DEPARTMENT OF  
CULTURE) (KUMARI SELJA): (a) and (b).  
Information is being collected and will be  
laid on the Table of the House.

#### **Platform at Wadala Junction**

2130. SHRI RAM KAPSE: Will the  
Minister of RAILWAYS be pleased to  
state:

(a) whether the work of the platform  
at Wadala Junction and the fly-over  
bridge has been completed; and

(b) whether the houses and  
structures under the fly-over bridge were  
demolished and the people living in these  
houses or structures have not been  
provided alternative residential  
accommodations?

THE MINISTER OF STATE IN THE  
MINISTRY OF RAILWAYS (SHRI K.C.  
LENKA): (a) No, Sir.

(b) The structures falling on the  
alignment were shifted to the adjacent  
location without any damage. All the  
affected hutment dwellers have also been  
relocated at the adjacent location.

#### **Project Allotted to RITES**

2131. SHRI BHEEM SINGH  
PATEL: Will the Minister of RAILWAYS  
be pleased to state:

(a) the number of projects allotted to the Rail India Technical and Economic Services (RITES) abroad during the last three years;

(b) whether the reservation policy in respect of scheduled castes and scheduled tribes has been implemented in the RITES;

(c) if so, the percentage thereof particularly for the categories of commercial supervisors, Junior Engineers and Assistant Managers; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) 37 projects.

(b) Yes, Sir.

(c) RITES does not have any commercial supervisors. For Junior Engineer and Assistant Managers the percentage is  $16\frac{2}{3}\%$  for scheduled castes and 7.5% for scheduled tribes in direct recruitment.

(d) Does not arise.

### Poaching of Tigers

2132. SHRIMATI VASUNDHARA RAJE: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the number of project tigers in the country and the location thereof;

(b) the main objectives for setting up project tigers;

(c) whether the project tigers have achieved those objectives and if not, the reasons therefor;

(d) whether the project tigers have failed to check poaching;

(e) if so, the reaction of the Government thereto; and

(f) the steps proposed to be taken to stop the poaching of tigers?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) and (b). A *Statement* giving number of Project Tiger areas in the country and their location is enclosed.

(c) and (d). The main objectives of Project Tiger have been achieved. However, in recent years, incidences of poaching have taken place.

(e) and (f). The Government is seriously concerned about the problem. To tackle this, a "Tiger Crisis Cell" has been set up. The State Governments have been advised to strengthen vigilance and protection measures. Efforts are on to strengthen international Co-operation and Co-ordination to counter international poaching through the aegis of the Global Tiger Forum.

### STATEMENT

*The objective of the Project Tiger is:*

- (i) To ensure maintenance of viable population of tiger in India for scientific, economic, aesthetic, cultural and ecological values.

- (ii) To preserve, for all times, the areas of such biological importance as a national heritage for the benefit, education and enjoyment of the people.

Presently, there are 21 Tiger Reserves, located in 13 States, as per list given below:

Sl. No.	Names of Tiger Reserves	States in which located
1	Corbett	Uttar Pradesh
2	Dudhwa	Uttar Pradesh
3	Kanha	Madhya Pradesh
4	Indravati	Madhya Pradesh
5	Pench	Madhya Pradesh
6	Bandhavgarh	Madhya Pradesh
7	Melghat	Maharashtra
8	Tadoba-Andheri	Maharashtra
9	Ranthambhore	Rajasthan
10	Sariska	Rajasthan
11	Palamau	Bihar
12	Valmiki	Bihar
13	Sunderbans	West Bengal
14	Buxa	West Bengal
15	Kalkad-Mundanthurai	Tamil Nadu
16	Nagarjuna Sagar	Andhra Pradesh
17	Namdapha	Arunachal Pradesh
18	Similipal	Orissa
19	Periyar	Kerala
20	Manas	Assam
21	Bandipur	Karnataka

### **New Variety of Cotton**

2133. SHRI GEORGE FERNANDES: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Haryana Agriculture University has developed a new hybrid variety of cotton for commercial cultivation in northern part of India; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) and (b). Yes, Sir.

Haryana Agricultural University has developed a hybrid HHH 81. It was proposed for release in Haryana by Agriculture University in the zonal meeting of north zone held at Sirsa in April 92 and the committee had requested the SAU to take further action for onfarm testing and release of HHH 81 in Haryana State. The proposal was again brought up to the zonal meeting held in April, 93 in Sirsa. The committee reiterated the decision taken in the panel meetings held in April 1992 at Sirsa.

Yield of HHH 81 ranged from 17 to 25 Q/HA under different spacing and fertilizer treatments compared to 19 Q/HA of H777 with normal spacing and recommended fertilizer.

### **Link between Bidhan Nagar and Ultadanga Station**

2134. SHRI TARIT BARAN TOPDAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are considering to link the Bidhan Nagar Station and Ultadanga Station to provide a direct link to commuters from Salt Lake;

(b) if so, the steps taken so far in this regard; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) No, Sir.

(b) Does not arise.

(c) Constraint of resources.

#### Railway Bridge at Yadgir

2135. SHRI A. VENKATESH NAIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether the construction of a railway bridge at Yadgir Tehsil (Karnataka) has not yet been started despite the fact that the Government have taken a final decision in this regard;

(b) if so, the reasons therefor; and

(c) the time by which the construction work is likely to be started and completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) There is no such proposal.

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

#### Posts in Food Corporation of India

2136. SHRI ARJUN CHARAN SETHI: Will the Minister of FOOD be pleased to state:

(a) whether vacant posts of Class III and IV, reserved for Scheduled Castes and Scheduled Tribes have not been filled up by the Food Corporation of India in Orissa State;

(b) if so, the details thereof; and

(c) the action taken by the Government to fill up these vacancies?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) Yes, Sir.

(b) The details of vacancies reserved for SC/ST in Direct Recruitment as well as in promotion quota in Category III & IV posts as on 31-12-93 in Food Corporation of India Orissa Region are as under:—

#### (i) In Direct Recruitment

Category	No. of Vacancies Reserved For		Total
	SC	ST	
III.	20	28	48
IV.	7	58	65
Total	27	86	113

#### (ii) In Promotion

Category	No. of Vacancies Reserved For		Total
	SC	ST	
III.	Zone being promotional unit for category III posts, therefore no separate position for promotional posts for region is maintained.		
IV.	Nil	Nil	Nil



(c) The Corporation has been facing the problem of surplus manpower in Category III & IV. Hence there was no recruitment for over 15 years.

In 1989, after the Government gave permission to fill up the backlog vacancies, 18 posts (6 Stenographer Grade-II and 12 Typists) of Orissa region, inter-alia, were filled up.

Since 1991, the Government has vested the Board with the powers to permit recruitment at these levels. The Corporation will fill the vacant posts in Categories III & IV in Orissa and other regions on the basis of work requirements.

#### Houses for Fishermen

2137. SHRI LOKANATH CHOUDHURY: Will the Minister of

AGRICULTURE be pleased to state that the total financial assistance given for construction of fishermen dwellings during 1991-92, 1992-93 and 1993-94, State-wise and project-wise?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): During 1991-92, 1992-93 and 1993-94 Rs. 105.66 lakhs, Rs. 134.22 lakhs and Rs. 187.55 lakhs respectively were released to the States under the Model Fishermen villages component of the Centrally Sponsored Scheme for welfare of fishermen which includes construction of fishermen dwellings. The details are given in the attached *Statement*.

#### STATEMENT

*Financial Assistance given to the States under Centrally Sponsored Welfare of Fishermen (Development of Model Fishermen Villages) 1991-92 to 1993-94*

State	1991-92 (Rs.)	1992-93 (Rs.)	1993-94 (Rs.)
Andhra Pradesh	—	50,00,000	—
Assam	—	6,07,500	—
Bihar	2,58,000	—	10,00,000
Gujarat	7,00,000	—	—
Karnataka	11,97,000	—	28,70,000
Kerala	35,00,000	—	—
Manipur	—	15,00,000	—
Orissa	—	15,00,000	—
Tamil Nadu	37,54,000	30,00,000	1,38,53,500
Uttar Pradesh	11,57,000	14,65,000	10,31,000
Pondicherry	—	3,50,000	—
<b>Total</b>	<b>105,66,000</b>	<b>134,22,500</b>	<b>1,87,54,500</b>

**Extension of Frozen Semen  
Technology**

2138. SHRI SHANTARAM POTDUKHE: Will the Minister of AGRICULTURE be pleased to state:

(a) the number of frozen semen bull stations and frozen semen banks established in the country at present under the programme of Extension of Frozen semen Technology, Statewise;

(b) the steps taken by the Government to implement this programme; and

(c) the assistance provided to the State Governments under the programme during 1992-93 and 1993-94, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR):

(a) Yes, Sir. 100% Central assistance was provided to various states for setting up 26 frozen semen bull stations and 75 frozen semen banks. Statewise details are given in the *Statement* attached.

(b) The State Governments send proposals seeking Central assistance as

per guidelines issued to them. Such proposals are examined in the light of targets of artificial insemination, infrastructures already available and budgetary position etc. before release of central assistance. After release of central assistance progress of implementation of the project and utilisation of funds are called for; from the States. The projects are also inspected by officials going on tour. The over all position is also reviewed during annual plan discussions. All attempts are made to obtain project completion report and utilisation certificate with respect to previous releases before further releases made.

(c) During 1992-93, an amount of Rs. 249.514 lakhs was released to West Bengal (Rs. 34.604 lakhs), Sikkim (Rs. 32.08 lakhs), Himachal Pradesh (Rs. 71.35 lakhs), Manipur (Rs. 13.17 lakhs), Andhra Pradesh (Rs. 28.77 lakhs), Mizoram (Rs. 23.40), Uttar Pradesh (Rs. 44.23 lakhs), and Jammu & Kashmir (Rs. 1.91 lakhs) and during 1993-94 an amount of Rs. 228.245 lakhs was released to Jammu & Kashmir (Rs. 41.41 lakhs), Kerala (Rs. 5.86 lakhs), Gujarat (Rs. 0.495 lakhs), Himachal Pradesh (Rs. 22.30 Lakhs), Karnataka (Rs. 30.88 lakhs) and Haryana (Rs. 127.30 lakhs).

**STATEMENT**

*Number of Frozen Semen Bull Stations and Frozen Semen Banks Established with Central Assistance*

Sl. No.	State/U.Ts.	Bull Station	Frozen Semen Banks
1.	Andhra Pradesh	2	3
2.	Arunachal Pradesh	—	1
3.	Assam	2	7
4.	Bihar	1	3

Sl. No.	State/U.Ts.	Bull Station	Frozen Semen Banks
5.	Goa	—	—
6.	Gujarat	1	2
7.	Haryana	2	1
8.	Himachal Pradesh	2	5
9.	Jammu & Kashmir	1	1
10.	Karnataka	—	2
11.	Kerala	2	4
12.	Madhya Pradesh	2	8
13.	Maharashtra	1	3
14.	Manipur	1	2
15.	Meghalaya	—	2
16.	Mizoram	—	1
17.	Nagaland	1	3
18.	Orissa	2	6
19.	Punjab	1	3
20.	Rajasthan	1	3
21.	Tamil Nadu	1	2
22.	Tripura	1	1
23.	Uttar Pradesh	2	8
24.	West Bengal	—	1
25.	Sikkim	—	3
Total States		26	75

**Union Territories**

1. A&N Islands
2. Chandigarh
3. Dadra & N. Haveli
4. Delhi
5. Lakshadweep
6. Pondicherry

Total (U.Ts)  
Grand Total:

[Translation]

### Upper Indravati Project

2139. SHRI MAHENDRA KUMAR SINGH THAKUR: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the authority of Upper Indravati Project in Madhya Pradesh has completed study and survey of various environmental aspects for formulating a comprehensive environment management scheme;

(b) if so, the details thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) The Upper Indravati Project of Madhya Pradesh has not so far been referred for environmental clearance.

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

[English]

### Fish Production

2140. SHRI HARISH NARAYAN PRABHU ZANTYE:

SHRI SOBHANADREESWARA RAO VADDE:

SHRIMATI VASUNDHARA RAJE:

Will the Minister of AGRICULTURE be pleased to state:

(a) the production of fish envisaged during the Eighth Plan period;

(b) the details of Central Sector/Centrally sponsored schemes for development of fisheries during the Eighth Five Year Plan; and

(c) te allocation made to States for the purpose, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) The production of fish envisaged by the end of the Eighth Five Year Plan period (1996-97) is 51.40 lakh tonnes.

(b) Some of the major Central Sector/Centrally Sponsored Schemes in operation in the country for development of fisheries during the Eighth Five Year Plan are as under:

- (i) Freshwater Aquaculture
- (ii) Integrated Brackishwater Fish Farm Development
- (iii) Fishery Harbour Facilities at Major-Ports
- (iv) Providing fishing harbour facilities at Minor Ports
- (v) Motorisation of Traditional Craft
- (vi) Introduction of Plywood Craft
- (vii) Introduction of Intermediate Craft
- (viii) Re-imbusement of Excise Duty on HSD oil

- (ix) Assistance for Strengthening Fish Marketing
- (x) Enforcement of Marine Fishing Regulation Act
- (xi) Resources Enhancement through Artificial Reefs & Mariculture
- (xii) Group Accident Insurance
- (xiii) Establishment of Model Fishermen Villages.
- (xiv) Saving-cum-Relief for Fishermen

(c) State-wise allocation of funds is not made. Funds are released on the basis of requests from the states and progress of implementation of the schemes.

[Translation]

#### Review of Fertilizer Policy

2141. SHRI NARAIN SINGH CHAUDHARY:

SHRIMATI VASUNDHARA RAJE:

SHRI SARAT PATTANAYAK:

SHRI C.K. KUPPUSWAMY:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government propose to review the existing policy of fertilizers with regard to pricing, production and subsidy;

(b) if so, the details thereof;

(c) whether any proposal to decontrol the urea and reduce withdraw the subsidy on fertilizers is under consideration;

(d) if so, the details thereof;

(e) whether the impact of taking this decision on farmers has been studied; and

(f) if so, the outcome thereof?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) to (f). At present, there is no concrete proposal with the Government to review the existing policy of fertilizer with regard to pricing, production and subsidy.

#### Hazardous Chemical Industries

2142. SHRIMATI SUMITRA MAHAJAN: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the details of such industries which are manufacturing hazardous chemicals; and

(b) the steps taken by the Government to exercise control over such units?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) Information available with the Directorate General, Factory Advice Service and Labour Institutes of the Ministry of Labour indicates that there are

245 units in the country manufacturing hazardous chemicals.

(b) The following steps have been taken by the Government to exercise control over such units:

- I. Personnel of field agencies like State Factory Inspectorates and State Pollution Control Boards have been trained to monitor the activities relating to safety and health in the units manufacturing hazardous chemicals.
- II. Field agencies have been equipped with various monitoring instruments and mobile facilities for analytical work relating to various emissions from units manufacturing hazardous chemicals.
- III. An on-going programme on preparation of model off-site emergency plans has been taken up in various districts having concentration of units manufacturing and handling hazardous chemicals. District-wise hazard analysis is also being initiated.
- IV. A scheme has also been initiated to set up emergency response centres in selected States having concentration of hazardous industries.
- V. A Central Crisis Alert System has also been set up to coordinate efforts to deal with the chemical emergencies.

- VI. Data Bank relating to major accident hazard units has also been set up at Central Labour Institute, Bombay. A National Register of Potentially Toxic Chemicals having linkages with various international data bases has been set up in the Ministry of Environment and Forests.

[English]

#### **Student Unrest in Banaras Hindu University**

2143. SHRI GURUDAS KAMAT: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether thousands of students of Banaras Hindu University were asked to vacate the hostel recently;

(b) if so, the reasons therefor;

(c) the steps taken or proposed to be taken by the Government to create congenial atmosphere in this prestigious Central University?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b), According to the information furnished by Banaras Hindu University one student, Shri Manoj Kumar Sinha of the Institute of Agricultural Sciences died in the Emergency Wing of Sir Sunderlal Hospital of the University on 13-2-1994. It was alleged by the students that his death had occurred due to negligence of the attending doctors. Following this, a large

scale violence erupted on the campus in which a number of students were injured and the University property was extensively damaged. As the situation on the campus was tense and incidents of violence continued, it was decided, on the advice of the University Consultative Committee, to close the University *sine die* w.e.f. 14-2-294 and to get the hostels vacated.

(c) In connection with the incidents which took place in the University on 13-2-1994, the University has constituted an Enquiry Committee under Mr. Justice Kamalakar Chaube, retired Judge, Allahabad High Court with the following terms of reference:

- (i) To enquire whether proper treatment was given to Shri Manoj Kumar Sinha, a student of Institute of Agricultural Sciences, who died in Sir Sunderlal Hospital on 13-2-94.
- (ii) To enquire into the incidents of mis-behaviour and violence in Sir Sunderlal Hospital following the death of the said Shri Manoj Kumar Sinha.

The Committee has already started its work.

BHU has also informed that the University would utilise the period of closure for clearing the hostels of unauthorised occupants, to streamline the teaching and examination schedule and make all possible efforts to inculcate a sense of discipline among various sections of the University community.

[Translation]

### **Award of Degrees by Correspondence Course**

2144. SHRI SURESHANAND SWAMI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether degrees have not been issued so far to the students of school of correspondence affiliated with Delhi University who passed their post-graduate examination in 1989;

(b) if so, the number of such cases pending with the school and the reasons therefor; and

(c) the concrete steps taken by the Government to remove hurdles so as to issue their degrees in time?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) to (c). The University of Delhi has informed that the School of Correspondence Courses and Continuing Education has already received degrees of 199 students from the University and release of degrees is pending only in such cases where the students have not been allotted enrolment numbers by the University on account of their failure to submit the enrolment forms in time as also non-submission of original certificates for verification. The number of such cases is reported to be 154. The School is writing to the students to send the enrolment forms for onward transmission to the University so that their degrees could be released.

[English]

**Light Rail Transport Project**

2145. SHRI J. CHOKKA RAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Indian Railways are participating in the Light Rail Transport Project taken up in Hyderabad City;

(b) if so, the quantum of contribution agreed to be given by the Railways; and

(c) the stage at which the implementation of the said project stands at present?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) No, Sir.

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

**Flood Lights over Taj**

2146. SHRI BHAGWAN  
SHANKAR RAWAT:  
SHRI UDAY SINGHRAO  
GAIKWAD:

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

(a) whether there is any proposal to instal flood lights over Taj;

(b) if so, the details thereof and the estimated expenditure proposed to be incurred therein;

(c) whether the Government are aware that flood lighting will cause the

erosion of the upper thin layer of the walls of the monument;

(d) if so, the reasons for installing such heavy flood lighs on the monuments; and

(e) the steps proposed to be taken to save the originality of the monument?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) Yes, Sir.

(b) The proposal to illuminate Taj Mahal by providing flood light was received from the Agra Development Authority to attract visitors during night time. The estimated expenditure on the illumination was worked out to Rs. 18,08,000/-.

(c) and (d). This matter is under scientific study. The permission was granted for three days only to the Agra Development Authority on the occasion of the Taj Mahotsav.

(e) The Archaeological Survey of India is taking necessary steps to conserve the monument through structural repairs, chemical preservation works and environmental development measures on a regular basis.

**Ecologocial Problems due to Removal of Sand**

2147. SHRI SHRAVAN KUMAR PATEL: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:



(a) whether the Government are aware that large scale removal of sand from river beds is posing ecological problems affecting adversely water supply schemes and also causing threat to big bridges;

(b) if so, whether the Government propose to frame model laws and regulations in this regard for the State Governments to follow; and

(c) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) Removal of sand from river beds is regulated by each state and no authentic data on ecological problems created is available.

(b) and (c). There is no proposal to frame model laws for the guidance of the state authorities who possess requisite expertise to regulate and manage sand removal.

[*Translation*]

### **Wagon Scheme**

2148. SHRI SURENDRA PAL PATHAK: Will the Minister of RAILWAYS be pleased to state:

(a) the number of rail wagons orders received by the Railways so far under 'Own Your Wagon' Scheme;

(b) the number of rail wagons to be produced as per schedule fixed for the current year under this scheme; and

(c) the extent of increase likely to be made in the income of the Government from this scheme?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) 890.

(b) Orders for manufacture of 262 BTPGL wagons for the oil industry have been issued. However, no wagon is likely to be delivered during the current year.

(c) The scheme is aimed at supplementing the rail transport infrastructure to meet the needs of various sections of the economy. The gains to the Railways cannot be projected in financial terms.

### **Divisional Offices in Bihar**

2149. SHRI PREM CHAND RAM: Will the Minister of RAILWAYS be pleased to state:

(a) the location and number of Divisional Offices set up in Bihar;

(b) the criteria prescribed for setting up of such offices;

(c) whether the Government propose to set up some additional divisional offices in Bihar during 1993 and 1994; and

(d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) There are six divisional offices located in Bihar, namely-Danapur and Dhanbad (Eastern Railway), Sonpur

and Samastipur(North Eastern Railway), Katihar (Northeast Frontier Railway) and Chakradharpur(South Eastern Railway).

(b) Railway divisions are set up taking into consideration the size, workload, growth and pattern of traffic and other operational requirements consistent with the needs of economy and efficiency.

(c) and (d). The matter relating to creation of new zones/divisions is under study and examination.

[English]

### Computerised Railway Enquiries

2150. SHRI RAJENDRA  
AGNIHOTRI:  
SHRI CHETAN P.S.  
CHAUHAN:  
SHRIMATI KRISHNENDRA  
KAUR (DEEP):

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government proposed to introduce a new computer system in Railway enquiries keeping in view the difficulties of common passengers;

(b) if so, the nature of facilities proposed to be provided to the public by introducing this new system;

(c) the time by which the above computer system is likely to start functioning; and

(d) the places where this system is proposed to be introduced?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) Computerised systems for Railway Enquiries are being developed on some Railways.

(b) Systems are still in developmental stage. These are likely to cover reservation and some time-table enquiries.

(c) No timeframe can be fixed, as the development is in nascent stage.

(d) To start with, such systems may be introduced in metropolitan cities.

[Translation]

### Adult Literacy Campaign

2151. SHRI GUMAN MAL LODHA:  
Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the implementation of all programmes of adult literacy under the National Literacy Mission has made a significant achievement in the eradication of illiteracy in Rajasthan; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b), Under the National Literacy Mission (NLM), the programmes of adult literacy in the State of Rajasthan are being implemented in mass campaign mode. The National Literacy Mission Authority (NLMA) has so far sanctioned projects for launching Total Literacy Campaigns (TLCs) in the districts of Dungarpur, Sikar,

Bharatpur, Pali, Baran, Tonk & Alwar. Besides, a TLC in Ajmer district was launched with funds provided by the state Govt. On conclusion of TLCs in Ajmer and Dungarpur districts, Post-Literacy projects have been sanctioned by NLMA to these districts.

The above mentioned literacy campaign projects aim to cover around 26.62 lakh illiterate persons in the 8 districts. By the end of December '93, around 11.82 lakh illiterate persons have been enrolled in the literacy programmes, out of whom 5.82 lakh have completed all the 3 primers of the basic literacy stage, while 4.16 lakh persons were attending learning centres at Primer-I and Primer-II stage. Out of the 8 districts, two districts, namely - Sikar and Pali have only recently concluded the preparatory phases and commenced the teaching-learning process. In the districts of Baran, Tonk and Alwar, the literacy campaign is in its preparatory phase.

Besides the literacy campaigns being implemented in the above districts, 10 voluntary agencies are also implementing TLC projects on smaller scales in different parts of the State. These projects cover approx. 1.82 lakh illiterates and are at various stages of implementation. In addition, 1500 Jana Shikshan Nilayams (JSNs) are also operational in the State to cater to the Post-Literacy & Continuing Education needs of the adult learners.

The literacy campaigns in Rajasthan are in the process of effectively tackling the problem of eradication of illiteracy. The literacy campaigns have been successful in creating awareness and mobilising the masses for the cause of literacy. The campaigns have also led to significant increase in enrolment of

children in primary schools, which would have a positive effect in overcoming the problem of illiteracy in the State.

*[English]*

### **Environmental and Pollution Monitoring Units**

2153. SHRI S.M. LALJAN BASHA:  
Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government have formulated a scheme to set up environmental and pollution monitoring units in big towns;

(b) if so, the details thereof; and

(c) the names of towns selected/proposed to be selected for such units, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH):

(a) Yes, Sir.

(b) Central Pollution Control Board in collaboration with State Pollution Control Boards and National Environmental Engineering Research Institute, Nagpur has set up 290 ambient air quality monitoring stations in 92 cities/towns of the country. The ambient air quality is monitored for the parameters of Suspended Particulate Matter, Sulphur Dioxide and Nitrogen Dioxide.

(c) The names of cities/towns are, as follows:

State	Nc. of Monitoring Stations in Cities/Towns
1. Andhra Pradesh	Hyderabad -8, Vishakhapatanam-4.
2. Arunachal Pradesh	Itanagar-2.
3. Assam	Bongaigaon-2, Guwahati-3.
4. Bihar	Baurani-2, Dhanbad-4, Jamshedpur-4, Patna-2.
5. Goa	Vasco-de-Gama-1, Panjim-1.
6. Gujarat	Ahmedabad-8, Ankleshwar-2, Rajkot-2, Surat-4, Vadodara-5, Vapi-2.
7. Haryana	Daruhera-2, Faridabad-2, Hissar-2, Yamuna Nagar-2.
8. Himachal Pradesh	Damtal-2, Parwanoo-2, Ponta Sahib-2, Shimla-2.
10. Karnataka	Bangalore-5, Dharwar-2, Mangalore-2, Mysore-3, Raichur-2.
11. Kerala	Calicut-2, Kottayam-2, Kochi-8, Thiruvanthapuram-4.
12. Madhya Pradesh	Bhilai-4, Bhopal-4, Indore-4, Jabalpur-4, Korba-2, Nagda-4, Raipur-2.
13. Maharashtra	Aurangabad-2, Bombay-3, Chandrapur-2, Nagupur-8, Nasik-4, Pune-4, Sholapur-2.
14. Manipur	Imphal-2.
15. Meghalaya	Shillong-2.
16. Mizoram	Aizwal-2.
17. Nagaland	Kohima-2.
18. Orissa	Raygada-2, Rourkela-2, Talcher-4.
19. Punjab	Govindgarh-2, Jalandhar-4, Ludhiana-4, Nayanangal-2.
20. Rajasthan	Alwar-2, Jaipur-8, Jodhpur-2, Kota-5, Udaipur-2.
21. Tamil Nadu	Coimbatore-4, Madras-8, Tuticorin-4.
22. Tripura	Agartala-2.

State	No. of Monitoring Stations in Cities/Towns
23. Uttar Pradesh	Agra-5, Dehradun-2, Ferozabad-2, Gajraula-2, Ghaziabad-2, Jhansi-2, Kanpur-8, Khurja-2, Lucknow-5, Modi Nagar-2, Noida-2, Varanasi-2.
24. West Bengal	Calcutta-3, Durgapur-3, Haldia-3, Howrah-5.
<b>Union Territories</b>	
25. Chandigarh	Chandigarh-3.
26. Daman & Diu	Daman-2.
27. Dadra & Nagar Haveli	Silvassa-2.
28. Delhi	Delhi-9.
29. Pondicherry	Pondicherry-3.

[*Translation*]

### Closure of Roads

2154. SHRI CHANDRESH PATEL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received representations against closure of roads which pass through the old railway station in Jamnagar City of Rajkot Division of the Western Railway; and

(b) if so, the remedial steps being taken to open the roads for the convenience of people?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) and (b). There is no regular road passing through the old Jamnagar Station premises, but only a strip of railway land, which is under unauthorized

use as a passage. The Railway has agreed to relinquish this piece of land to the State Government at its current market value for construction of a road.

[*English*]

### Accident on Metro Construction Site

2155. SHRI RABI HAY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there was an accident at the Metro construction site on February 12, 1994;

(b) if so, the details thereof; and

(c) whether the work on the project is likely to be delayed by this accident?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) Yes, Sir.

(b) On 12.2.1994, at about 9.15 PM, a sudden subsidence of road at the crossing of C.R. Avenue and M.M.Burman Street, on the Western side outside the diaphragm wall of the Metro Construction site, resulted in damage to various underground live service lines, and two manholes of the sewer line, all of the Calcutta Municipal Corporation. This caused flooding and rush of water into the Metro Construction site through the lagging zones in the diaphragm wall. Immediate repair work was undertaken by the Railway. All the underground services, except the sewer lines, have been restored. Work for the restoration of sewer lines has also been taken up.

(c) No, Sir.

#### **Wagon Order**

2156. SHRI BOLLA BULLI  
RAMAIAH:  
DR. D. VENKATESWARA  
RAO:

Will the Minister of RAILWAYS be pleased to state:

(a) whether wagon fabricators are facing worst ever recess due to the cut in the procurement of the rolling stock by railways if so, whether it has been pointed out that industry has lost orders for more than Rs. 50 crores and its capacity utilisation around 50% against the installed capacity of the 33,000 wagon annually;

(b) if so, whether industry was given orders only 50,500 upto October, 1993;

(c) if so, what are the main reasons for not providing wagon orders to the industry; and

(d) to what extent railways are considering to help the industry by providing more wagon orders?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) to (c). A review of wagon requirement has been conducted in keeping with traffic trends and Plan outlay and it has been decided to restrict the wagon off-take to 20,000 four wheelers.

The assessed capacity of the Industry based on labour employed is 27,500 four wheeler wagons per annum.

For the period April-September'93, orders were placed on the industry for 10,750 four wheelers and for the quarter October-December'93 for 4,500 four wheelers.

(d) There are no prospects of placing any further orders during the financial year 1993-94.

#### **Passenger Amenities in Link Express**

2157. DR. K.V.R. CHOWDARY:  
Will the Minister of RAILWAYS be pleased to state:

(a) whether complaints have been received regarding inadequate passenger amenities like drinking water, electricity and cleanliness in the Link Express between Visakhapatnam and Nizamuddin; and

(b) if so, the steps taken/proposed to be taken to provide adequate passenger amenities in the said train?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) Yes, Sir.

(b) Railways have been advised to tighten up maintenance at the base depots and carry out surprise checks on the trains.

### **Rechecking Facility for Coal Wagons**

2158. SHRI CHHITUBHAI GAMIT: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to provide the rechecking facility to verify weight of the loaded coal in wagons for which Railway receipts are issued;

(b) if not, the reasons therefor?

(c) whether the Government have also considered insurance cover from collieries to destination for coal transhipment;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) and (b). Facility of rechecking/reweighment is already available on payment of charges laid down in this regard and such requests are duly considered by the competent authority. Coal is, however, normally booked at 'Owner's risk' for which the facility is normally not allowed. In case of its booking at Railway's risk on payment of 20% extra freight, the facility may be permitted provided that it is operationally feasible, valid reasons exist for allowing the same and the reweighment charges have been paid alongwith the all other charges as due to the Railways.

(c) No, Sir.

(d) Does not arise.

(e) As coal is transported in open wagons and at Owner's risk rates, insurance cover has not been considered. Such provision will add to the cost of coal and thereby affect the common man adversely.

### **Rhinoceros Population**

2159. SHRI R. SURENDER REDDY: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the present population of rhinoceros in the country, region-wise;

(b) whether there has been a gradual decline in their population in recent years;

(c) if so, the extent thereof and the reasons therefor;

(d) the steps taken by the Government to protect and preserve the species; and

(e) the financial assistance provided by the Government for the purpose, state-wise?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT & FORESTS (SHRI KAMAL NATH): (a) to (c). The census of rhinos is not carried out annually. The estimated population of rhinos in 1989, 1991, 1992 and 1993 in

different areas, where census was carried out, is as follows:

	1989	1991	1992	1993
<b>Assam:</b>				
Kaziranga NP	1250	1129	*	1164
Manas NP	85	*	*	80+
Pobitora WLS	65	*	*	56
Orang	100	97	*	*
Laokhowa	03	*	*	*
Other pockets	40	*	*	*
	1543			

**West Bengal:**

Jaldapara	27	*	33	*
Gorumora	12	*	11	*
	39		44	

**Uttar Pradesh:**

Dudhwa	09	*	11	*
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(\* Census not carried out)

(+ As per the local estimated reports)

Reports on estimated population of rhinos received from State Governments indicate a slight decline in the population of rhinos in Assam.

The main cause of decline is threat of poaching. The rhinos killed mainly due to the great demand of rhino horns abroad specially in South-East Asia for its ascribed value as aphrodisiac and as scabbard for daggers.

(d) The steps taken to protect the Rhino population include:

- i. Rhino is placed in Schedule I of Wildlife (Protection) Act, 1972

getting the highest level of protection.

- ii. Trading in Rhino parts, and products is also banned by law.
- iii. A network of Wildlife Sanctuaries and National Parks has been set up for conservation of the species and its habitat. Financial assistance is provided by the Central Government for development of national parks and sanctuaries, on request from the State Governments. A special scheme of 'Conservation of Rhino in Assam' has been transferred to the State Govt. alongwith resources since 1992-93 as per the recommendations of the National Development Council.
- iv. Central Assistance is provided to State/UT Govts. for strengthening anti-poaching infrastructure.
- v. Cooperation of Police, BSF, DRI and Army is also taken, as and when required, in apprehending the poachers and illegal traders.
- vi. India is a member of Convention on International Trade in endangered species of Flora and Fauna (CITES) and abides by the regulations of international trade in endangered species of animals and articles made thereof under the provisions of the Convention.



vii. With a view to providing alternative home for Rhinos and also to rehabilitating them in their erstwhile habitat, scheme for 'Rehabilitation of Rhinos' has been started in Dudhwa National Park and Katerniaghat Wildlife Sanctuary of Uttar Pradesh.

(e) Financial assistance provided to state governments under Centrally Sponsored Schemes for conservation of rhino and its habitat, during 1992-93 and 1993-94 is as follows:

(Rs. in lakhs)

	1992-93	1993-94
Assam	75.00	*
West Bengal	4.232	21.26
Uttar Pradesh	-	14.35

\* The Scheme 'Conservation of Rhino in Assam' under which financial assistance was being provided to State Government of Assam has been transferred to Govt. of Assam in 1992-93 as per the recommendations of the National Development Council.

### Ancient Temple Complex

2160. DR. LAXMINARAYAN PANDEYA:

SHRI ATAL BIHARI VAJPAYEE:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to refer to the reply given to USQ No.836 on 7.12.93 and state:

(a) whether in spite of the Government's decision not to allow any

constructions in the vicinity of the temple complex in Karnataka and also stay order by the High Court of Karnataka against any further construction activity, the construction of a modern Kalyanamandapa and other buildings are going on; and

(b) if so, the steps taken/proposed to be taken in this matter?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b). The information is being collected and will be laid on the Table of the House.

### Construction Work at Ulhasnagar Station

2161. SHRI RAM KAPSE: Will the Minister of RAILWAYS be pleased to state:

(a) whether any memorandum has been submitted by the Ulhasnagar-Vithalwadi Railway Passengers Association for prolonged delay in completing remodelling project of Ulhasnagar Railway Station and failure to begin construction of new rail over bridge at Pawai Chowk; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) and (b). A memorandum has been received. However, the work of remodelling of the Ulhasnagar Station building which was sanctioned at a cost of Rs. 18.91 lakh is progressing as per schedule. As regards the work of road-over-bridge at Pawai Chowk, the same is held up for want of full deposit of funds

and removal of encroachments by the Municipal Corporation.

### **Oilseed Production**

2162. SHRI SANAT KUMAR MANDAL: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Crop Estimate Committee of the Central Organisation for Oil Industry and Trade has lowered the estimate of kharif oilseeds production from 120.5 to 116 lakh tonnes;

(b) if so, the reasons for the downward revision;

(c) whether any imports of oilseeds have been allowed under the advance licensing scheme; if so, the particulars thereof; and

(d) the long-term steps taken or being taken to raise oilseeds production, stop imports and instead explore the exports of oil to the middle east countries and capitalise on their proximity?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) and (b). The Central Organisation for Oil Industry and Trade reported in its January issue of "UPDATE" an estimated production of Kharif oilseeds of 120.5 lakh tonnes. Subsequently, in February they reported that a Review Committee of the Organisation, taking into consideration the various aspects including weather, revised the Kharif production estimates to 116 lakh tonnes.

(c) The information is being collected.

(d) The Oilseed Production Programme (OPP) is being implemented in 325 districts of 21 States to increase the production of oilseeds. The key components of the programme are seeds, frontline demonstration, plant protection, rhizobium culture, sprinkler sets etc.; Export of edible oil (except groundnut oil) in consumer packs of upto 5 Kgs. is freely allowed.

### **Rail Travellers Service Agency**

2163. SHRI BHEEM SINGH PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether arrangements for issuing licences for Rail Traveller Service Agency were initiated during 1992-93 on the stations where the work relating to computerised reservation have not been completed;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) to (c). The Rail Travellers' Service Agents are appointed under the "Rail Travellers' Service Agents Rules, 1985" as amended from time to time and the guidelines issued thereof. Under these guidelines, the Rail Travellers Service Agents are appointed in cities which are served both by computerised and manual reservation systems as these agents are primarily meant to purchase the tickets on behalf of the intending passengers. During 1992-93, 21 Rail Travellers' Service Agents were appointed in 11 cities. All these cities are served by Computerised Reservation System.

**New Branches of Super Bazar**

2164. SHRI SOMJIBHAI DAMOR:  
Will the Minister of CIVIL SUPPLIES,  
CONSUMER AFFAIRS AND PUBLIC  
DISTRIBUTION be pleased to state:

(a) whether the Government have any proposal to open new branches of the Super Bazar in the different parts of the region in Delhi in the current financial year; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) and (b). The decision to open new branches of Super Bazar rests with the Management Committee of Super Bazar. Super Bazar has reported that proposals for opening of retail outlets at AGCR Enclave, Chander Vihar (Pataparganj), Sarita Vihar, Vasant Kunj, Vikashpuri, Bihara Enclave etc. are under consideration during the current financial year depending upon the availability of suitable accommodation.

**Increase in Oilseeds Production**

2165. DR. D. VENKATESWARA  
RAO:  
SHRI S.B. SIDNAL:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether there has been highest ever oilseeds production during the current Kharif season;

(b) if so, the percentage of growth over the actual production achieved during the Kharif season 1992-93;

(c) the extent to which the oilseed production is likely to be increased in 1993-94;

(d) whether there was a setback in oilseed output due to the heavy rains in the Monsoons in 1993; and

(e) if so, to what extent the oilseed production declined in comparison to the 1992-93 Kharif season?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) No, Sir.

(b) Question does not arise.

(c) The production of total oilseed during 1993-94 is presently assessed at 205.0 lakh tonnes, higher by about 1.1% over the oilseeds production level of 202.7 lakh tonnes achieved during 1992-93.

(d) There was no major set-back to kharif oilseeds production due to heavy rains in Monsoon 1993.

(e) The production of oilseeds during kharif season 1993-94 is presently assessed at 115.0 lakh tonnes, lower by about 2.2% than the highest ever oilseeds production level of 117.6 lakh tonnes achieved during kharif season of 1992-93.

**Train Accident in Rajasthan**

2166. SHRI MANORANJAN BHAKTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether a passenger train collided with a goods train between Chhabra and Googone stations in Rajasthan in January, 1993;

(b) if so, the causes of the accident;

(c) whether any inquiry has been conducted into the accident;

(d) if so, the details thereof and the action taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) On 21.9.1993, 1593 Dn. Kota-Bhopal passenger train collided with a goods train between Chhabra Gugor and Bhulon stations on Kota-Ruthiyai section of Western Railway.

(b) to (d). Commissioner of Railway Safety, Western Circle who conducted the statutory inquiry into the accident, has observed in his preliminary report that the accident occurred as a result of the driver of the goods train losing control of his train and then colliding with the 1593 Dn. Passenger train. He has attributed it to "the failure of railway staff". His final detailed report is awaited. Follow-up action on the recommendations made in the preliminary report by the Commissioner of Railway Safety has been initiated.

### Assistance by NCDC

2167. SHRI LOKANATH CHOUDHURY: Will the Minister of AGRICULTURE be pleased to state :

(a) whether the National Cooperative Development Corporation (NCDC) has received several proposals from various State Governments seeking financial assistance for fisheries development, particularly from Orissa;

(b) if so, the details thereof; and

(c) the action taken thereon ?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) Yes, Sir.

(b) and (c). The National Cooperative Development Corporation is providing financial assistance for promoting and developing the fisheries cooperatives since 1974. The details of proposals received in respect of Orissa during 1992-93 and 1993-94 are indicated in the attached *Statement*. Since the proposals have been found incomplete, the State Government of Orissa has been requested to provide necessary information.

### STATEMENT

(Rs. in lakh)

Sl. No.	Name of the Society	District	Purpose	Amount for which assistance has been sought
1.	Jayadurga PFCS	Puri	Pisciculture	0.819
2.	Budheswari PMFCS	Cuttack	Fishing Nets	1.500

*(Rs. in lakh)*

Sl. No.	Name of the Society	District	Purpose	Amount for which assistance has been sought
3.	Gangamata PMFCS	Cuttack	Fishing Nets	1.500
4.	Basanti Durga PMFCS	Cuttack	Fishing Nets	1.500
5.	Dr. Ambedkar PMFCS	Cuttack	(a) Fishing Nets (b) 20 Mech. Boats	1.500 20.000
6.	Chandrabhaga PMFCS	Puri	(a) Fishing Nets (b) 50 FRP Catamarans	1.500 50.000
7.	Puri PMFCS	Puri	(a) Diesel Outlet (b) 47 FRP Catamarans	4.500 47.000
8.	Kalinga Karandhar PFCS	Cuttack	(a) Diesel Outlet (a) 2 Fishing Traw Trawlers (b) 2 Fishing Trawlers (c) 50 Motorised Boats (d) Ice Plant-cum- Cold Store	6.000 31.870 67.080 37.500 42.000
9.	Jai Jagannath PMFCS	Cuttack	(a) 20 Mech. Boats (b) Diesel Outlet (c) Ice Plant-cum- Cold Store	20.000 4.500 14.000
10.	Gopabandhupalli PFCS	Rourkela	Fish Marketing	4.050
11.	Aruhabad PMFCS	Balasore	50 FRP Catama- rans and Nets	46.000
12.	Pattamundai PFCS	Cuttack	150 Traditional crafts.	28.000
			<b>Total</b>	<b>430.819</b>

**Abbreviations Used:**

PFCS : Primary Fisher Cooperative Society.

PMFCS : Primary Marine Fishery Cooperative Society.

FRP : Fibre Glass Reinforced Plastic.

Mech : Mechanised.

**Funds to Gujarat**

2168. SHRI N. J. RATHVA: Will the Minister of AGRICULTURE be pleased to state :

(a) whether the Government had provided any funds to Gujarat during 1991-92, 1992-93 for supply of fertilizers to small and marginal farmers at pre-hike price; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR):

(a) and (b). During 1991-92, funds amounting to Rs. 11.525 crores were provided to the State of Gujarat for supply of fertilizers to small and marginal farmers at pre-hike price. This scheme, however, was not continued.

During 1992-93, under a scheme entitled "Assistance for fertilizer promotion", Rs. 14.69 crores were provided to the State of Gujarat for giving price support of Rs. 1,000/- per ton on decontrolled fertilizers namely MOP and DOP and proportionate support on complexes to all categories of farmers.

**Protection of Historical Places**

2169. SHRI BHAGWAN SHANKAR RAWAT: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the names of the Centrally protected historical cultural and artistic places which are facing danger of losing their grandeur and originality due to the

smoke emitted by the surrounding factories and industries in each state;

(b) whether the Union Government has sought any foreign assistance to protect these places;

(c) if so, the details thereof, particularly in regard to the Taj Mahal, Agra;

(d) whether the latest scientific and sophisticated measures to save the degradation of the historical places have been processed by the Government particularly in the case of Taj; and

(e) if so, the details thereof and if not the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) The centrally protected monuments, of the ASI, reported to be facing threat of losing their grandeur due to smoke emitted by surrounding industries are as given below:

- |       |               |   |                             |
|-------|---------------|---|-----------------------------|
| (i)   | Uttar Pradesh | - | Monuments in Agra           |
| (ii)  | Delhi         | - | Red Fort                    |
| (iii) | Maharashtra   | - | Bibi-Ka-Maqbara, Aurangabad |

(b) No, Sir.

(c) Does not arise.

(d) and (e). The Archaeological survey of India is constantly monitoring the level of pollutants in the ambient air of

TAJ MAHAL, Agra. Sophisticated scientific instruments used are Sulphur dioxide analyser, High volume samplers, XRD/XPP Scanning. Electron Microscope, Atomic absorption etc. Conservation measures are taken to maintain the monument in its original form.

[*Translation*]

### **Passenger Amenities on Stations**

2170. SHRI PREM CHAND RAM:  
Will the Minister of RAILWAYS be pleased to state:

(a) whether the facilities at all terminus Stations of Bihar have been improved for the convenience of passengers;

(b) if not, the reasons therefor; and

(c) the time by which these are likely to be improved ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) to (c). All the terminus Stations have already been provided with facilities commensurate with the volume of traffic handled. Their further development is also undertaken whenever so warranted by increase in the volume of traffic subject to availability of funds.

[*English*]

### **Livestock Sector**

2171. SHRI C.P. MUDALA  
GIRIYAPPA:  
SHRI K.G. SHIVAPPA:

SHRI SHANTARAM  
POTDUKHE:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether there is any policy to look after matters relating to livestock, inter-state coordination, guidance for national level programmes, international cooperation in the livestock sector and transfer of new technologies;

(b) if so, the details thereof;

(c) the steps taken by the Government for improvement of important livestock breeds;

(d) the mode of assistance, criteria and guidelines fixed for giving assistance; and

(e) the assistance provided to state Government during 1992-93 and 1993-94, State-wise ?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) Yes, Sir.

(b) Policy issues relating to livestock are being looked after by the Department through the mechanism of technical monitoring units, national advisory committees, regional committees, advisory boards. On major issues of policy a national consensus is developed through national/international seminars. Guidance is provided by the Department through its technical officers involving transfer of new technologies and monitoring mechanism exists for each major project.

(c) The Department in consultation with the states has developed national breeding policies for improvement of livestock breeds. These are operated through state Governments. The Department of Animal Husbandry and Dairying provides for infrastructure, training of personnel to undertake improvement of livestock. Currently 9 central and centrally sponsored projects are implemented by the Department through state departments for improvement of livestock breeds which are given below:

1. Extension of Frozen Semen Technology & Progeny Testing programme.
2. National Bull production programme.
3. National ram/buck production programme and programmes for rabbit development.
4. National project on rinderpest.

5. Assistance to states for control of animal diseases and professional efficiency development.
6. Assistance to States for integrated piggery development.
7. Development of pack animals.
8. Animal husbandry extension programme.
9. Assistance to states for feed and fodder.

(d) Assistance is provided to various States according to Scientific criteria and guidelines approved by the Expenditure Finance Committee for various schemes.

(e) Assistance provided to the State Governments during 1992-93 and 1993-94 is given in the *Statement* placed below.

### STATEMENT

(Rs. in lakhs)

Sl. No.	States	Funds released	
		1992-93	1993-94*
1.	Andhra Pradesh	163.67	44.70
2.	Arunachal Pradesh	29.69	37.95
3.	Assam	45.96	2.20
4.	Bihar	58.50	49.97
5.	Goa	8.37	10.44
6.	Gujarat	80.21	232.10
7.	Haryana	95.65	183.81
8.	Himachal Pradesh	125.06	76.30



Sl. No.	States	Funds released	
		1992-93	1993-94*
9.	Jammu & Kahmir	32.54	77.16
10.	Karnatka	122.09	107.88
11.	Kerala	116.38	53.66
12.	Madhya Pradesh	135.81	53.58
13.	Maharashtra	159.60	79.16
14.	Manipur	28.47	21.40
15.	Meghalaya	28.34	17.76
16.	Mizoram	44.09	24.80
17.	Nagaland	10.80	4.80
18.	Orissa	46.12	28.25
19.	Punjab	59.04	75.00
20.	Rajasthan	54.95	72.53
21.	Sikkim	58.12	39.75
22.	Tamil Nadu	100.33	66.63
23.	Tripura	9.74	34.42
24.	Uttar Pradesh	178.84	107.32
25.	West Bengal	98.95	104.00
<b>Union Territories</b>			
1.	A & N Islands	10.52	6.15
2.	Chandigarh	1.07	5.91
3.	Dadra & Nagar Haveli	1.80	1.40
4.	Daman & Diu	1.00	1.00
5.	Delhi	18.43	49.04
6.	Lakshadweep	10.70	4.00
7.	Pondicherry	11.74	12.35

\* upto 15th February, 1994.

### **Organic Manure**

2172. SHRI S.M. LALJAN BASHA:  
Will the Minister of AGRICULTURE be  
pleased to state:

(a) whether the Government have  
any proposal to import organic manure as  
a substitute for chemical fertilizers;

(b) if so, the details thereof;

(c) whether the Government have ascertained the views of farmers in this regard; and

(d) if so, the steps being taken to make fertilizer available to farmers on cheaper rates.

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR):  
(a) No, Sir.

(b) and (c). Question do not arise.

(d) (i) Government had reduced prices of Urea which is a major fertilizer, by 10% with effect from 25.8.92.

(ii) Other low analysis nitrogenous fertilizers were brought under retention price scheme to make them cheaper.

(iii) Phosphatic and potassic fertilizers which were decontrolled and became expensive were provided concession at the rate of Rs.1000/- per ton on DAP and MOP and proportionate concession on complexes, thus making them cheaper for farmers.

### **Wagon Scheme**

2173. SHRI BOLLA BULLI  
RAMAIAH:

SHRI SULTAN SALAHUDDIN  
OWAISI:

SHRI HARISH NARAYAN  
PRABHU ZANTYE:  
SHRI S.B. SIDNAL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have formulated 'own your wagon' scheme sometime back to attract private investment;

(b) if so, the details thereof:

(c) the response of the private sector to the Scheme during the current year as per the latest review undertaken;

(d) the projections under the scheme for 1994-95 alongwith the changes proposed; and

(e) the other areas identified for attracting private investment ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) Yes, Sir.

(b) The Scheme entails the private ownership of railway wagons to supplement rail transport infrastructure. In the case of special type wagons a lumpsum freight rate will be charged for the identified movement of specific streams of traffic. On all other wagons, Indian Railways will pay lease charges and collect normal freight.

(c) The revised Scheme has been introduced only recently.

(d) No projections have been made for 1994-95. No further changes in the Scheme are proposed at present.

(e) According to the extant Industrial Policy, Railways are specifically reserved for Public Sector. Only off-line activities are being entrusted to Private Sector. In Civil Engineering, contracting of works and supply of materials is mostly privatised. As an experimental measure, Bandra Station on Western Railway has been entrusted to a Private Organisation for maintenance and upkeep of the station.

### **Renting Building of Super Bazar**

2174. SHRI CHHITUBHAI GAMIT: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) the number of buildings taken on rent or lease by the Super Bazar in the capital, Noida, Gurgaon and Faridabad;

(b) the number out of them vacated during the last three years;

(c) the number of cases pending with the courts for their evacuation; and

(d) the number of buildings for which requests for vacation have been received by the Super Bazar ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS & PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) Super Bazar has reported that they have taken 74 premises in the Capital and 5 premises in Noida (U.P) on lease/rent. No building has been hired in Gurgaon and Faridabad.

(b) to (d). Super Bazar has informed that the premises at the Subroto Park

Branch has been vacated during the period. Eviction proceedings have been initiated by the landlords in respect of two premises. Super Bazar has received requests for vacation of two premises from the landlords.

### **Double line in Bombay**

2175. SHRI SHRAVAN KUMAR PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether a Korean firm Hyundai has submitted a proposal to build a double rail line above the existing railway corridors in Bombay; and

(b) if so, the details of the project, indicating its cost and foreign exchange involved therein ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) No, Sir.

(b) Does not arise.

### **Oilseeds Production**

2176. SHRI R. SURENDER REDDY: Will the Minister of AGRICULTURE be pleased to state:

(a) the total production of oilseeds during 1992-93 and estimated production during 1993-94 with break-up for mustard seeds, rapeseeds, sunflower seeds, safflower seeds and groundnut in the oilseeds producing States, separately;

(b) the reasons for increase, if any, in the production of oilseed;

(c) the support prices of the above mentioned oilseeds for 1993-94; and

(d) whether the increase in oilseeds production will have any bearing on the market price of edible oil as compared to last year ?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR):  
(a) A *Statement* giving State-wise production of rapeseed and mustard, sunflower, safflower and groundnut during 1992-93 and 1993-94 (likely) is enclosed.

(b) The reason for increase in the production of oilseeds during 1993-94 is attributed to favourable weather conditions, particularly during monsoon (June to September) 1993 and winter season (January-February) 1994 in most

of the major oilseeds producing States except that of groundnut in Gujarat.

(c) The minimum support prices of the above mentioned oilseeds for 1993-94 (crop year) are as follows:—

		(Rs. Per Quintal)
Rape & Mustard Seed	:	Rs.810/-
Sunflower seed	:	Rs.850/-
Safflower	:	Rs.760/-
Groundnut-in -shell	:	Rs.800/-

(d) The increase in oilseeds production would result in increased availability of edible oil and may ease the pressure on edible oil prices.

### STATEMENT

*Production of Rapeseed & Mustard, Sunflower, Safflower and Groundnut ('000 Tonnes)*

States	Rapeseed & Mustard		Sunflower		Safflower		Groundnut	
	1993-94 (likely)	1992-93 (Final)	1993-94 (likely)	1992-93 (Final)	1993-94 (Likely)	1992-93 (Final)	1993-94 (Likely)	1992-93 (Final)
1	2	3	4	5	6	7	8	9
Andhra Pradesh	2	2	240	200	8	5	2073	2071
Assam	125	138	-	-	-	-	-	-
Bihar	80	74	2	1	-	-	3	3
Gujarat	450	449	2	-	-	-	635	2069
Haryana	620	521	80	65	-	-	3	1
Karnataka	1	1	536	439	88	85	1171	1098
Madhya Pradesh	500	470	35	10	2	2	254	307

1	2	3	4	5	6	7	8	9
Mahara- shtra	2	2	302	245	300	249	660	755
Orissa	75	99	4	4	2	1	475	497
Punjab	65	66	125	146	-	-	10	12
Rajas- than	2050	1601	2	2	-	-	200	268
Tamil Nadu	-	-	20	19	-	-	1500	1575
Uttar Pradesh	900	873	50	50	-	-	122	148
West Bengal	300	291	-	-	-	-	25	29
Others	80	85	-	4	-	-	17	21
All India	5250	4872	1890	1185	400	342	7184	8854

### National Games

2177. SHRI RAM KAPSE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether National Games were held recently at Bombay and Pune;

(b) if so, the revenue earned through advertisements. etc.;

(c) whether the Government propose to utilise the revenue earned for the promotion of sports in the country; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND

MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK): (a) Yes, Sir.

(b) to (d). The Third National games were allotted by Indian Olympic Association (IOA) to the State of Maharashtra and were organised by the Maharashtra Olympic Association (MOA). The MOA raised resources for organising the games by way of grants from central Govt., State Govt., sponsors and advertisements etc. Details of revenue received and utilisation made thereof are available only with the MOA. Since no revenue was earned by Govt. of India through advertisements etc. the question of its utilisation does not arise.

### Rail Travellers' Service Agents

2178. SHRI BHEEM SINGH PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) the number of licences issued to Rail Travellers' Service Agents during 1992-93 in each zone;

(b) whether the Government propose to give priority to unemployed youth belonging to SC/ST and skilled unemployed youths in issuing licences for RTSAs;

(c) if so, the details thereof; and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) A total of 21 Rail Travellers' Service Agents were granted licences during 1992-93 on the Railways indicated below:—

Railways	No. of RTSAs
Central	1
Northern	10
Southern	4
South Central	1
South Eastern	3
Western	2

(b) to (d). The appointment of Rail Travellers' Service Agents is governed by Rail Travellers' Service Agents Rules, 1985 as amended from time to time which are statutory in nature and do not provide for giving preference to unemployed youth belong to SC/ST and skilled unemployment youth. While appointing Rail Travellers' Service Agents, applications are called for through Press notifications and the persons belonging to these categories can also apply and their applications are also considered

alongwith others on merits as per the criteria laid down in the Rules mentioned above.

### Kesari Dal

2179. DR. LAXMINARAYAN PANDEYA:  
SHRI ATAL BIHARI VAJPAYEE:

Will the Minister of AGRICULTURE be pleased to state:

(a) the extant policy of the Government with regard to the production and consumption of 'Kesari Dal';

(b) whether any scientific evaluation has been made about the effect of the 'Kesari Dal' on the health of people;

(c) if so, when any by which agencies and the result thereof;

(d) whether the Government have received any representation for lifting the ban on the production and consumption of 'Kesari Dal';

(e) if so, the action taken thereon; and

(f) the States in which sale and use of 'Kesari Dal' has been prohibited ?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) The Policy of the Government is to discourage the production and consumption of Kesari Dal.

(b) and (c). The National Institute of Nutrition (NIN), Hyderabad under the Ministry of Health and Family Welfare has made studies on the effect of Kesari Dal and have found that its consumption is injurious to health.

(d) Yes, Sir.

(e) This issue was considered and there is no proposal to lift the ban.

(f) All States have banned except Madhya Pradesh, Bihar and West Bengal.

[*Translation*]

#### **Kendriya Hindi Sansthan**

2180. SHRI SURESHANAND SWAMI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Diploma certificates have not been issued to those students who have passed one year post graduate diploma course in Translation and Applied Linguistics from Delhi Centre of the Kendriya Hindi Sansthan during the academic sessions from 1990 to 1993;

(b) if so, the reasons therefor; and

(c) the necessary steps taken by the Government for early issuance of the certificate of the said courses?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) to (c). The information is being collected and will be laid on the Table of the House.

#### **Agricultural/Horticultural Products**

2181. SHRI ARJUN SINGH YADAV: Will the Minister of AGRICULTURE be pleased to state:

(a) the details of the work carried out to improve the marketing and processing facilities for Agricultural/Horticultural products during the last two years, State-wise; and

(b) the achievements made in this field during the above period ?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) and (b). Information is being collected and will be laid on the Table of the Sabha.

[*English*]

#### **Production of cotton**

2182. SHRI SOBHANADREESWARA RAO VADDE:  
SHRI BOLLA BULLI  
RAMAIAH:  
SHRI BHUPINDER SINGH  
HOODA:

Will the Minister of AGRICULTURE be pleased to state:

(a) the production of long, extra long and short staple varieties of cotton during 1992-93 and 1993-94, State-wise;

(b) the average per acre/hectare yields of cotton in India as compared to other cotton growing countries;

(c) the steps taken to improve cotton yields including international cooperations sought from other countries;

(d) whether the production of cotton during 1993-94 is much below the expectation; and

(e) if so, the reason therefor and to what extent it is less than the target ?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR):

(a) Statement giving the production of cotton-Staplewise for superior long, long, medium and short varieties for 1990-91 and 1991-92 (latest available) is annexed.

(b) The average yield per hectare cotton (Lint) in India as compared to other cotton growing countries for 1992 is as follows :

(Kgs. per hectare)

Country	Yield
India	261
USA	781
Pakistan	598*
Argentina	487
Egypt	918*
Sudan	524*
China	681

(Kgs. per hectare)

Country	Yield
Former USSR	763*
Brazil	339*
Turkey	956
Mexico	750*

\* Unofficial figures.

Source: FAO Production Year Book 1992.

(c) In order to step-up productivity and production of cotton, government is implementing a centrally sponsored scheme on intensive Cotton Development Programme (ICDP) in major cotton growing States, besides ensuring remunerative prices to the farmers. No international cooperation has been sought from other countries for increasing cotton yield.

(d) Yes, Sir.

(e) The production of cotton is presently assessed at 106.0 lakh bales as compared to the target of 125.0 lakh bales set for 1993-94. The reasons for the cotton production to be less than the target are attributed to long dry spell during August and mid September 1993 in Gujarat and pests (Heliothis) attack on cotton in Punjab.



## STATEMENT

Production of Cotton-Staple wise for Superior Long, Long, Medium and Short Varieties during 1990-91 and 1991-92 (Latest Available)

(Thousand bales of 170 Kgs. each)

State	1990-91					1991-92					Total
	Superior Long	Long	Medium	Short	Total	Superior Long	Long	Medium	Short	Total	
1	2	3	4	5	6	7	8	9	10	11	
Andhra Pradesh	726	—	115	269	1110	860	—	136	318	1314	
Gujarat	721	4	558	—	1323	718	50	413	—	1181	
Haryana	—	—	1043	112	1155	—	—	1202	148	1350	
Karnataka	550	13	128	—	690	693	12	182	—	887	
Madhya Pradesh	51	17	276	52	396	44	6	144	66	260	
Maharashtra	593	864	294	129	1880	349	501	179	126	1155	
Punjab	—	—	1802	107	1909	—	—	2233	124	2357	
Rajasthan	—	—	615	303	918	—	—	555	290	845	
Tamil Nadu	268	—	141	—	409	287	—	150	—	437	
Others	2	—	18	32	52	2	—	18	30	50	
All India	2911	943	4984	1004	9842	2953	569	5212	1102	9836	

### Cooperative Societies

2183. SHRI B. DEVARAJAN: Will the Minister of AGRICULTURE be pleased to state:

(a) the number of co-operative organisations functioning in agriculture sector at present, State-wise;

(b) whether the percentage of borrowing members of cooperative societies and share of cooperative societies in agricultural credit have gone down; and

(c) if so, the reasons therefor, and the steps taken to revitalise the co-operative credit societies ?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR):

(a) The information is being collected and will be laid on the table of the Sabha.

(b) Percentage of borrowing members of cooperative societies has increased to 32.7% in 1991-92 from 28.1% in 1985-86 and the share of cooperative societies in agricultural credit has decreased from 55.3% in 1985-86 to 47.3% in 1991-92.

(c) The decline in the share of the cooperative credit structure has been mainly on account of certain institutional weaknesses. The flow of credit to agriculture through the cooperative credit structure has also been affected by low distributive margins, high overdues resulting in poor recycling of resources, and inadequate deposit mobilisation. In order to revitalise the cooperative credit societies a

Buisness Development Planning Programme has been introduced to enable the Primary Agricultural Credit Societies (PACS) to become viable through activation of dormant members and diversification of activities. The States have been advised to introduce a deposit guarantee scheme for PACs to facilitate deposit mobilisation and to take vigorous steps for improvement of recovery.

[*Translation*]

### Fair Price Shops

2184. SHRIMATI KESHARBAI SONAJI KSHIRSAGAR: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the owners of fair-price shops have demanded to increase rate of commission being given to them on distribution of commodities; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) and (b). Yes, Sir. The Central Government has received a Memorandum from Association of Fair Price Shops Dealers in the National Capital Territory (NCT) of Delhi, demanding 5% commission on the distribution of sugar and 10 % commission each on the distribution of rice and wheat.

[English]

### Budgetary Benefits to Consumers

2185. SHRI MOHAN SINGH  
(DEORIA):  
SHRI SRIKANATA JENA:  
SHRI SHARVAN KUMAR  
PATEL:  
SHRI N.K. BALIYAN:  
SHRI SANDEEPAN  
BHAGWAN THORAT:  
SHRI CHETAN P.S.  
CHAUHAN:

Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether certain industries like drugs, cosmetics and man-made fibre have failed to pass on the excise duty concessions made in 1993-94 budget to the consumer;

(b) if so, the details thereof; and

(c) the action taken by the Government against these erring industries?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) and (b). A study was done by the Bureau of Industrial Costs and Prices whether the excise duty concessions announced in the budget of 1993-94 were passed on to the consumers. The BICP report indicated that the industries dealing with drugs, cosmetics and man-made fibre have not

passed on the benefits in full to the consumers.

(c) Since different Ministries including Finance are administratively concerned with these products, a copy of the report was passed on to them for necessary action.

[Translation]

### Agro-Based Industries in Uttar Pradesh

2186. SHRI HARIKEWAL PRASAD:  
Will the Minister of AGRICULTURE be pleased to state:

(a) the number of capital investment proposals received from Government of Uttar Pradesh to set up agro-based industries in the State during last two years alongwith the amount proposed to be invested;

(b) the number of proposals out of them along with the foreign investment based proposals have been cleared during the above period; and

(c) the time by which these proposals are likely to be implemented ?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) Four proposals (three by National Co-operative Development Corporation and one by National Horticulture Board) were received with total block cost of Rs.8615.01 lakhs.

(b) Rs.59.29 lakhs in the form of soft loan and subsidy has been sanc-

tioned against a proposal received by the National Horticulture Board. There is no foreign investment involved in this proposal.

(c) The proposal is scheduled to be implemented by August, 1994.

### **Makhana Production**

2187. SHRI UPENDRA NATH VERMA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether any research work has been conducted regarding development of 'Makhana' produced in the Madhubani, Dharbanga, Samastipur etc. districts of north Bihar during the last three years;

(b) if so, the details thereof;

(c) the efforts made by the Government to increase its production;

(d) whether there is any increase in the production and the area under cultivation of saffron in the State during the last three years; and

(e) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR):  
(a) Yes, Sir.

(b) and (c). The Council has sanctioned an adhoc scheme entitled "Collection & Evaluation of Gorgan nut (Makhana) germplasm grown in Bihar and West Bengal" for implementation at Rajendra Agricultural University, Pusa (Samastipur) Bihar at a total cost of Rs.

1.03 lakhs for a period of three years on 19.2.1992. The University requested for additional funds to the tune of Rs.1,05,600 and it has also been considered. Superior germplasm when identified can be utilised for increasing production of Makhana.

Centrally sponsored scheme on Integrated Development of Tropical, Arid Temperate Zone fruits is being implemented in Bihar with a total cost of Rs. 376.24 lakhs during VIII Five Year Plan which includes Makhana under miscellaneous crops.

(d) and (e). There is no production of saffron in the State of Bihar.

[English]

### **Privatisation of Godowns**

2188. SHRI SANDIPAN BHAGWAN THORAT: Will the Minister of FOOD be pleased to state:

(a) whether the Government have formulated plans for progressive privatisation of storage capacity of godowns;

(b) if so, the details of action plan worked out in general and for Maharashtra in particular;

(c) whether proposals have been received from foreign investors for this activity; and

(d) if so, the details thereof particularly for proposals with locations in Maharashtra ?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) No such plan has been formulated.

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

### **Import/export of Rice**

2189. SHRI RAM PRASAD SINGH:

Will the Minister of FOOD be pleased to state:

(a) whether attention of the Government has been drawn to the news-item captioned "Will Indian Rice Fill the Japanese Bowl" appearing in Indian Express Daily dated January 25, 1994;

(b) whether the Government have planned any strategy for rice exports to Japan;

(c) whether the Government have any proposal to import rice from Myanmar and export to other countries;

(d) if so, the details thereof; and

(e) if not, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) Yes, Sir.

(b) As per the existing policy, from the open market, Basmati rice can be exported freely without any restrictions and non-Basmati rice can be exported subject to a Minimum Export Price of US \$ 200 Per Metric Tonnes. Government have taken a number of measures, like abolishing Minimum Export Price on Basmati rice and lowering Minimum Export Price on non-Basmati rice from US\$ 225 to US\$ 200 Per Metric Tonne in order to boost export of rice to various countries including Japan.

(c) to (e). No proposal to import rice from Myanmar and export to other countries is under consideration of the Gov-

ernment. Government keeps on reviewing the stock position of foodgrains with the Government and import or export of foodgrains is decided keeping in view various aspects like production of foodgrains in the country, procurement, stock position with the Government, requirement for Public Distribution System, open market prices, international prices, etc.

[Translation]

### **Foodgrains at Concessional Rates**

2190. SHRI SURAJBHANU SOLANKI: Will the Minister of FOOD be pleased to state:

(a) whether under a Centrally sponsored scheme foodgrains at concessional rate of Rs. 25 per quintal was fixed four years ago for supply to States for tribal areas;

(b) whether many states have requested for increasing of the margin keeping in view the increase in the rates of transportation and cartage charges; and

(c) if so, the decisions taken by the Government in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) A scheme for distribution of foodgrains at specially subsidised prices in ITDP areas was introduced in December, 1985. Since then foodgrains are being distributed to the people living in the areas covered by the Integrated Tribal Development Projects and tribal majority States at specially subsidised Price which is Rs.50/- per quintal lower than the issue price under the normal PDS. A margin of Ruppees 25/- per quintal is allowed to the State Government to cover the costs in-

involved in transport and distribution. These areas have been merged with the Revamped Public Distribution Scheme with effect from 1.6.1992.

(b) and (c). Yes, Sir. No decision has been taken so far in this regard.

*[English]*

### **Co-Joint Research Work**

2191. SHRI BHOGENDRA JHA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state the total number of candidates selected for the post of lecturers/Research Scientists by the U.G.C. who had done research through co-joint works during 1992-93 and 1993-94 ?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): The information is being collected and will be laid on the Table of the House.

*[Translation]*

### **Sale of Foodgrains by FCI**

2192. DR. MAHADEEPAK SINGH SHAKYA: Will the Minister of FOOD be pleased to state:

(a) the rates at which the spoiled foodgrains was sold in the market by FCI during 1992-93;

(b) the loss suffered by FCI during 1992-93 as a result thereof; and

(c) the financial assistance given by the Government on the measures taken

to save the Corporation from the above losses during the last three years ?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) FCI has not sold any substandard wheat in the open market during 1992-93. However, 0.32 lakh Metric Tonnes of substandard rice was sold during 1992-93 by open tenders and the realisation was Rs. 10.01 crores. The average rate per Metric Tonne works out to Rs. 3128.13.

(b) The average loss on sale of above quality during 1992-93 works out to Rs. 2427.57 per Metric Tonne when compared to the average economic cost of rice (Rs. 5852.70 per Metric Tonne) for the year.

(c) No separate assistance is given to compensate losses due to damage/deterioration of foodgrains.

*[English]*

### **Encouragement of Crop Growers**

2193. SHRI DHARMANNA MONDAYA SADUL: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government have any proposal to encourage the farmers to grow crops only for the purpose of export; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) and (b). Development schemes of the

Ministry of Agriculture focus on increasing the agricultural production which inter-alia increases the domestic availability and generates larger surpluses for export. To facilitate the export of agricultural products, the Minister has taken initiative to improve infrastructural facilities, develop marketing infrastructure and establish market information service.

### **Child Health Advisory Board**

2194. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have any proposal to give statutory status to the Government aided Child Health Advisory Board and Central Technical Committee etc;'

(b) if so, the details thereof;

(c) whether its annual expenditure has been audited during the past two years;

(d) if not, the reasons therefor; and

(e) the projects undertaken by the Central Technical Committee in Andhra Pradesh ?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF WOMEN AND CHILD DEVELOPMENT) (SHRIMATI BASAVA RAJESWARI): (a) and (b). There is no proposal, at present, to give statutory status to the Central Technical Committee (CTC). No assistance is being given to Child Health Advisory Board.

(c) and (d). No, Sir. The Directorate of Audit Central Revenue (DACR) has been requested to audit the accounts from 1991-92. Since the formation in 1976, CTC was part of All India Institute of Medical Sciences (AIIMS), Delhi. Accordingly, the accounts of CTC were being audited by DACR through AIIMS. Consequent to shifting at CTC outside the AIIMS, it could not avail the services of DACR.

(e) The CTC is currently engaged in monitoring the health and nutrition components of ICDS Scheme in 169 projects failing in 23 districts of Andhra Pradesh and in carrying out the annual surveys in the State for determining the impact of health and nutrition services in the CIDS areas, vis-a-vis, non-ICDS areas. In addition, the CTC organises training programmes for the field functionaries of Social Welfare Sector and Medical Officers/Advisers. During the year 1992-93, a total of 714 functionaries were trained by CTC through organising 24 courses in the State of Andhra Pradesh and during the current year uptill December 1993, CTC has already conducted 30 courses training 1364 functionaries in the State.

### **Assistance Under T.M.O.**

2195. SHRI RAMESH CHENNIHALA: Will the Minister of AGRICULTURE be pleased to state:

(a) the assistance provided to each State for development of oilseeds under the Technology Mission on Oilseeds;

(b) whether the Government of Kerala is likely to be included under the mission; and

(c) if so, the decision taken by the Government thereon ?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE OF THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) During the current year an amount of Rs. 7571.944 Lakh has been provided till date to the following States as assistance for development of oilseeds under the Oilseeds Production Programme of the Technology Mission on Oilseeds:

(Rs. in lakhs)

Sl. State No.	Amount released
1. Andhra Pradesh	916.765
2. Bihar	63.12
3. Gujarat	750.00
4. Haryana	160.81
5. Karnataka	750.00
6. Madhya Pradesh	1005.349
7. Maharashtra	985.03
8. Orissa	391.747
9. Punjab	187.5
10. Rajasthan	820.438
11. Tamil Nadu	825.00
12. Uttar Pradesh	193.24
13. West Bengal	139.97
14. Assam	155.743
15. Arunachal Pradesh	30.266
16. Himachal Pradesh	14.46
17. Manipur	22.026
18. Meghalaya	15.825
19. Sikkim	55.357

(Rs. in lakhs)

Sl. State No.	Amount released
20. Tripura	67.276
21. Jammu & Kashmir	66.397
Total	76,17319 crores

(b) and (c). The State of Kerala would be included under the Oilseed Production Programme during the next financial year, i.e. from 1994-95.

#### Ice-Cream Plant to DMS

2196. DR. R. MALLU: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government are aware that it was at the initiative of NDDB that a large ice-cream plant donated to KMS under the Columbo Plan for making ice-candies for neglected school children was auctioned off to a Gujarat party long ago; and

(b) if so, the reasons for not putting the proposal into practice ?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) No, Sir.

(b) Question does not arise.



[*Translation*]*(lakh Hectares)***Sugarcane Cultivation**

2197. DR. PARSHURAM GANGWAR: Will the Minister of AGRICULTURE be pleased to state:

(a) the total area under cultivation of sugarcane in the country at present, State-wise; and

(b) the financial assistance provided to States for research and development of sugarcane during 1992-93 and 1993-94 State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S.KRISHNA KUMAR): (a) The State-wise area under cultivation of sugarcane during 1992-93 was as under:—

*(lakh Hectares)*

State	Area
Andhra Pradesh	1.71
Assam	0.40
Bihar	1.33
Gujarat	1.27
Haryana	1.34
Karnataka	2.51
Madhya Pradesh	0.52
Maharashtra	4.04
Orissa	0.43
Punjab	1.12
Rajasthan	0.24
Tamil Nadu	2.31

State	Area
Uttar Pradesh	18.57
Others	0.38
All-India	36.17

(b) The loan from the Sugarcane Development Fund (SDF) is provided to sugar mills for development of sugarcane in their area of operation. A statement giving loans disbursed to sugar mills in various States during 1992-93 and 1993-94 is annexed.

Grants are also provided to various established research organisations for research project connected with the development of sugar industry. The table below given the amount disbursed during the last two years:—

Position As on 21.1.1994		
<i>(Rs. in lakhs)</i>		
	1992-93	1993-94
1 M/s. Simbhaoli Sugar Mills Ltd. P.O. Simbhaoli, Ghaziabad (UP)	8.68	10.37
2 Indian Council of Agricultural Research (ICAR)	442.98	—

**STATEMENT**

*Loan disbursed to Sugar Mills in various states during 1992-93 and 1993-94*

*(Rs. in Lakhs)*

Sl No	Name of State	1992-93	1993-94
1.	Andhra Pradesh	144.87	124.32
2.	Bihar	—	2518
3.	Gujarat	12.60	—
4.	Karnataka	386.74	290.56
5.	Madhya Pradesh	81.74	37.73
6.	Maharashtra	325.52	865.04
7.	Punjab	265.98	378.32
8.	Tamil Nadu	73.44	403.44
9.	Uttar Pradesh	196.54	200.63
10.	Haryana	39.05	107.70
11.	West Bengal	132.19	—

**Procurement of Oilseeds**

2198. SHRI GAYA PRASAD KORI: Will the Minister of AGRICULTURE be pleased to state the details of the targets fixed by Government for the procurement of Peas, Gram and other oil-seeds for 1994-95 State-wise ?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): The Government does not fix any targets for procurement of Peas, Gram and Oilseeds. The purchases are made by NAFED if the market prices tend to fall below the Minimum Support Price of

these commodities without any quantitative restrictions till the prices recover to Minimum Support Price Level.

*[English]*

**Paddy Cultivation in Kerala**

2199. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of AGRICULTURE be pleased to state:

(a) the extent of land covered under Paddy cultivation in Kerala; and

(b) the allocation made to Kerala for Paddy cultivation during 1993-94 and 1994-95 ?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) The area under Paddy cultivation in Kerala was 5.38 lakh hectares during 1992-93.

(b) Under Integrated Programme for Rice Development (IPRD), an allocation of Rs. 150.63 lakh as Government of India's share, has been made to the State of Kerala for 1993-94. Allocation is yet to be finalised for 1994-95, under IPRD.

**Bio-Diversity**

2200. SHRI SANAT KUMAR MANDAL: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the North-Eastern Region of India has been identified as one of the 18 spots in the world where bio-diversity is being degraded at an alarming rate;

(b) the main reasons behind the degradation; and

(c) the steps being taken to stop erosion of bio-diversity ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) to (c). The Eastern Himalaya region of India has been identified as one of the 18 'hotspots' of the world which have a high percentage of endemic plant species.

The reasons behind the degradation of biological diversity in the North-Eastern region include deforestation of forests, improper land use including shifting cultivation, invasion by weeds, etc.

Action to conserve the biological diversity of the North-Eastern region has been taken through survey, identification and monitoring of the floral and faunal resources by the Botanical and Zoological Surveys of India as also through the setting up of the protected area network consisting of 8 National Parks and 35 Wildlife Sanctuaries, the setting up of 2 Biosphere Reserves and the implementation of the management plan for the Loktak lake. In

addition, the State Governments have taken steps to discourage the practice of shifting cultivation and to control the spread of invasive weeds.

#### **Tobacco Development Council**

2201. SHRI S.M. LALJAN BASHA: Will the Minister of AGRICULTURE be pleased to state:

(a) the present constitution of the Tobacco Development Council;

(b) the consumption of said council; and

(c) the time by which the present tenure is likely to expire ?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) and (b). A *Statement* is enclosed.

(c) The tenure of the Chairman and other non-official Members is upto 25.5.95.

### **STATEMENT**

#### *Constitution of the Indian Tobacco Development Council*

- |                          |   |
|--------------------------|---|
| I. CHAIRMAN              | A non-official to be nominated by Government of India.  |
| II. VICE CHAIRMAN        | Agriculture Commissioner, Ministry of Agriculture, Deptt. of Agri. & Coopn. New Delhi.  |
| III. MEMBERS             |   |
| A. MEMBERS OF PARLIAMENT | Three Members of Parliament (two from Lok Sabha and one from Rajya Sabha) to be nominated by the Department of Parliamentary Affairs. |

B. REPRESENTATIVES OF STATE GOVERNMENTS

7 representatives of the following State Governments in the Department of Agriculture to be nominated by the respective state Governments

		No. of Representatives
(i)	Andhra Pradesh	1
(ii)	Bihar	1
(iii)	Gujarat	1
(iv)	Karnataka	1
(v)	Haryana	1
(vi)	Madhya Pradesh	1
(vii)	Orissa	1
(viii)	Tamil Nadu	1
(ix)	West Bengal	1
(x)	Uttar Pradesh	1

C. REPRESENTATIVES OF CENTRAL GOVERNMENT

- (a) One representative of the Planning Commission.
- (b) One representative of Ministry of Commerce.
- (c) Joint Secy.(Extn.) Department of Agriculture & Cooperation or his nominee.
- (d) Chairman, Tobacco Board, Guntur.
- (e) Director General, Indian Council of Agriculture Research, New Delhi or his nominee.
- (f) Project Coordination (Tobacco), Institute of Agriculture, Anand, Gujarat.
- (g) Director, Central Tobacco Research Instt. Rajahmundry, Andhra Pradesh.
- (h) One representative of the Deptt. of Civil Supplies.
- (i) Joint Commissioner, Dealing with Tobacco in the Department of Agri. & Coopn.

- (j) Chairman, National Cooperative Tobacco Growers Federation Ltd., Anand.
- (k) Chairman, Non-virginia Tobacco Growers Federation, Gujarat, Anand.

D. REPRESENTATIVE OF GROWERS

Eight Growers' representatives to be nominated by the respective State Government from the major Tobacco growing states as follows:—

No. of Representatives

(i)	Andhra Pradesh	2
(ii)	Bihar	1
(iii)	Gujarat	1
(iv)	Karnataka	1
(v)	Maharashtra	1
(vi)	Tamil Nadu	1
(vii)	West Bengal	1

E. REPRESENTATIVE OF TRADE

Three representatives of Trade to be recommended by the Ministry of Commerce.

F. REPRESENTATIVE OF INDUSTRY

Three representatives of Industry as recommended by the Ministry of Commerce.

G. OTHERS

- (i) Engaged in farms - one
- (ii) Engaged in factory: - one

H. SUCH ADDITIONAL PERSONS AS MAY FROM TIME TO TIME BE NOMINATED BY THE GOVERNMENT OF INDIA

IV. MEMBER SECRETARY

The Director, Dte. of Tobacco Development 2, Eldmas Road, Madras.

V. OBSERVERS

(who would not be members of the Council but would be invited to assist the Council in its deliberations).

- i. Chairman, State Trading Corporation or his representative
- ii. Agriculture Marketing Advisor, Deptt. of Rural Development or his representative.

- iii. Financial Adviser, Ministry of Agriculture Deptt. of Agri. & Cooperation.
- iv. Economic & Statistical Adviser, Ministry of Agriculture, Deptt. of Agri. & Cooperation, New Delhi or his nominee.
- v. Managing Director, National Agricultural Cooperative Marketing Federation of India Ltd., New Delhi.
- vi. Joint Secretary (Trade), Ministry of Agriculture, Deptt. of Agri. & Cooperation. New Delhi.

### Composition Of Indian Tobacco Development Council

- I. CHAIRMAN  
Shri K. Biahmananda Rao Naidu (BRK Naidu) Manikya Bhavan  
Near Government General Hospital Main Road, Amalapuram -533201 EGD. Andhra Pradesh.
- II. VICE CHAIRMAN  
Agriculture Commissioner, Ministry of Agriculture Deptt. of Agri. & Cooperation Krishi Bhavan, New Delhi.
- III. MEMBERS
- A. MEMBER OF PARLIAMENT
  1. Shri V.V.Nawale, Member of Parliament (Lok Sabha)
    - (a) 353, Sanawar Peth, Poona (Maharashtra)
    - (b) 72, South Avenue, New Delhi.
  - (2) Shri B.V.K.Raju Member of Parliament (Lok Sabha)
    - (a) Bhimavaram (Taluk) West Godavari Distt. (Andhra Pradesh)
    - (b) 100, North Avenue, New Delhi.
  3. Shri G.V. Krishnan Member of Parliament (Rajya Sabha)
    - (a) 26, 13th Cross Road, 6th Main Road Vijaya Nagar, Bangalore-560040.
    - (b) 28, Akbar Road, New Delhi.

B. REPRESENTATIVES  
STATE GOVERNMENTS:

1. Andhra Pradesh Secretary, Food & Agriculture Department, Government of Andhra Pradesh, Hyderabad.
2. Gujarat Director of Agriculture Government of Gujarat, Ahmedabad.
3. Karnataka Director of Agriculture, Government of Karnataka, Bangalore.
4. Haryana Director Agriculture, Government of Haryana, Chandigarh.
5. Bihar Director of Agriculture Government of Bihar, Patna.
6. Madhya Pradesh Director of Agriculture Government of Madhya Pradesh, Bhopal.
7. Orissa To be nominated.
8. Tamil Nadu To be nominated.
9. West Bengal To be nominated.
10. Uttar Pradesh To be nominated.

C. REPRESENTATIVES 1.  
OF CENTRAL  
GOVERNMENT

1. Joint Advisor (Agriculture), Planning Commission, New Delhi.
2. Director, E.P.(Agriculture) Ministry of Commerce, Udyog Bhavan.
3. Joint Secy. (Extn.), Ministry of Agriculture Deptt. of Agri. & Coopn. or his nominee.
4. Chairman, Tobacco Board, Guntur, A.P.
5. Director General, I.C.A.R., or his nominee.
6. Project Coordinator (Tobacco) Institute of Agriculture, Anand (Gujarat)
7. Director, Central Tobacco Research Instt. Rajahmundry, Andhra Pradesh
8. One Representative of the Ministry of Food & Civil Supplies, D/o Civil Supplies.

9. Jt. Commissioner dealing with Tobacco in the Deptt. of Agri. & Coopn.
10. Chairman, National Cooperative Tobacco Growers' Federation Ltd. Anand
11. Chairman, Non-virginis Tobacco Growers' Federation, Gujarat.

D. REPRESENTATIVE OF GROWERS

1. Andhra Pradesh
    - (i) Shri Ravipati Mahanandaiah, Darsi Parkasham District, Andhra Pradesh
    - (ii) Shri Venkatappa Reddy, S/o Verrareddy, Kothareddiaplem PO via Chebralu, Tunli Taluk Guntur, Andhra Pradesh.
  2. Bihar  
Shri Jagadanand Singh, Samastipur, Bihar
  3. Maharashtra  
Shri Raje Vishwasbwarrae, Dhareate alram, Abori : Taluka-Amsri, Distt. Gadehireli, Maharashtra.
  4. Gujarat  
Shri Narendrasinh A.Zala, Chairman, Gujarat Cooperative Tobacco Growers' Federation Ltd., Anand.
  5. Karnataka  
Shri L. Srishaila, President Taluka Agricultural Produce Cooperative Marketing Society, Periyapatna (Mysore)
  6. Tamil Nadu  
Shri P.V.Rajendran, Karuppambulam (Village) Near Vedaranyan, Thanjavūr Distt. Tamil Nadu.
  7. West Bengal  
Shri Hiten Nag, Sahebagang Road, Dinhatā, P.O. Bhangni Part I, Distt. Cooch Behar, West Bengal.
- E. REPRESENTATIVE OF TRADE
1. Shri Maddi Venkatwasara Rao, Managing Director, Maddi Venkata Ratnam & Co. (p) Ltd. Chilakalupipat Taluk, Guntur Distt. Andhra Pradesh.
  2. Shri Azizulla Khan, Managing Director Deccan Tobacco Enterprises, 5-5-10, 1/4, Brodipet, Guntur—522002 (A.P.)



3. Shri K. Balaramaraju, Managing Director, Viswa Bharat Agri. Produce, Private Ltd., Tobacco Colony Mangalagiri road, P.B.No. 47, Guntur—522001 (A.P.)
- F. REPRESENTATIVES OF INDUSTRY
1. Member, Research and Development ITC Ltd., ILTD Division, P.B.No. 317, Guntur—522004 (AP)
2. Shri K. Chandra, Blends Manager, Godfary Philips Centre, 49, Community Centre, New Friends Colony, N. Delhi.
3. Shri V.M. Vasantha, Director, Nav Bharat Tobacco Co. Ltd., Uppal Industrial Area, Hyderabad.
- G. REPRESENTATIVES OF WORKERS
- (i) Engaged in Farm — one
- (ii) Engaged in Factories — one To be nominated.
- H. SUCH ADDITIONAL PERSONS AS MAY FROM TIME TO TIME, BE NOMINATED BY THE GOVERNMENT OF INDIA:
1. Shri Damodar Prasad Sharma, Shri Kalyan Arogya Sadan, Bajaj Gram, Sanwali (Rajasthan)
2. Shri Onkar Singh Tak, Advocate, Mayapura, Mandore, Jodhpur (Rajasthan)
3. Shri S. Rajeram, 37, Sriramnagar North St., Alwarpet, Madras-600018
4. Shri N.P. Singh, Bangalow Garh, Darbhanga-846004 (Bihar)
5. Shri Annarao B. Patil, Ex. MLA, At Fost Korehallik, Tal. Aland, Distt. Gulbarga Karnataka.
6. Shri Harur R. Mathu Gondar, Ex. Member of Parliament, Muthu Gounder Colony, Harur-636908 (Tamil Nadu)
7. Shri George Varghese, Special Correspondent, United News of India (UNI), 30 Samachar Apartments, Mayur Vihar-I, New Delhi.

8. Shri D.P. Giri Babu, Tobacco Farmer, Mangamoor road Sunder Nagar, Ongole, A.P.
9. Shri P. Ganesh Kumar, Raja, Advocate (Legal Cell Convenor), D.C.P. Colony, Dharampuri Distt. Tamil Nadu-636701.

IV. MEMBERS  
SECRETARY

Director, Dte. of Tobacco Development  
27, Eldams Road, Toynampet, Madras-0.

V. OBSERVERS

1. Chariman, State Trading Corporation, Chanderlok, Building 36, Janpath, New Delhi.
2. Financial Adviser, Department of Agriculture & Cooperation New Delhi.
3. Joint Secretary (Trade) Ministry of Agriculture, Department Agriculture & Cooperation New Delhi.
4. Agricultural Marketing adviser, Directorate of Marketing and Inspection, (Deptt. of Rural Development) NH-IV Faridabad (Haryana) or his nominee.
5. Managing Director, National Agricultural Cooperative Marketing Federation of India Ltd., 1, Sidhartha Enclave, Ashram Chowk, New Delhi. 110014
6. Economic and Statistical Adviser, Directorate of Economics and Statistic, Deptt. of Agri. & Coopn. New Delhi.

**Agricultural Projects in Eastern Region**

2202. DR. ASIM BALA: Will the Minister of AGRICULTURE be pleased to state:

- (a) the names of the on going projects/new projects in Agriculture and its allied field in Eastern region of the country State-Wise?

(b) whether any special programme has been taken for hill areas, of the Eastern region in this regard; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE  
MINISTRY OF NON-CONVENTIONAL  
ENERGY SOURCES AND MINISTER OF  
STATE IN THE MINISTRY OF AGRICULTURE

CULTURE (SHRI S. KRISHNA KUMAR):  
(a) to (c). Following important schemes implemented by Deptt. of Agriculture & Cooperation, Government of India to assist the States, are also implemented in the eastern region to increase the agricultural production and expedite agricultural growth:—

1. Integrated Programme for Rice Development.
2. Special Foodgrains Production Programme—Wheat (except in Orissa and West Bengal)
3. Special Foodgrains production Programme—Maize & Millets (Except in West Bengal)
4. Special Jute Development Programme.
5. Minor Fishery Harbour in Orissa and West Bengal.
6. Fish Harbour at Major Ports in Orissa.
7. Drip Irrigation.
8. National Watershed Development Programme for Rainfed Agriculture.
9. Soil conservation in the catchments of River Valley Projects.
10. Integrated Watershed management in the catchment of Flood Prone River in West Bengal and Bihar.
11. National Pulses Development Programme.
12. Oilseeds Production Programme.

The area of operation of these schemes include hill areas also.

### Protection of Western Tragopan

2203. DR. K.V.R. CHOWDARY:  
Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the total population and habitat regions of the Western Tragopan bird in India at present;

(b) whether this rare bird has been endangered in India; and

(c) if so, the steps taken by the Government for protection of the rare bird?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH):  
(a) and (b). As per Zoological Survey of India, the Western Tragopan (*Tragopan Melanocephalus*), which occurred in Himalayas in Kashmir, Himachal Pradesh and Garhwal in Uttar Pradesh, is now possibly localised in Kashmir and Himachal Pradesh. The bird has been classified as endangered. It is a very shy species which inhabits thick undergrowth of ringalbamboo etc., in hill forests between 1350 to 3600 mt. altitude and is difficult to locate. Its exact present population in India is not known.

(c) Steps taken to protect the Western Tragopan include:

- i. The western Tragopan is placed in Schedule I of the Wildlife (Protection) Act, 1972, thereby providing highest degree of protection to the bird. Hunting of this bird is totally banned under the Wildlife (Protection) Act, 1972.

- ii. Assistance to the State Governments of Himachal Pradesh and Jammu and Kashmir is provided under the Scheme of 'Development of National Parks and Sanctuaries' for selected protected areas which are habitat of the species also.
- iii. Trade in the species including its parts and products is also banned by law.
- iv. India is a member of Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) and international trade in endangered species of birds and articles made thereof is regulated under the provision of the CITES.

[*Translation*]

**Subsidy to PDS Items**

2204. SHRI CHHEDI PASWAN:

SHRI SYED SHAHABUD-DIN:

Will the Minister of FOOD be pleased to state:

(a) the changes in the issue price of PDS supplies of rice, wheat and sugar during the last three years with date of change;

(b) the actual subsidy to the PDS during 1991-92, 1992-93 and estimated for 1993-94;

(c) the quantity of rice, wheat and sugar distributed through the PDS during 1991-92, 1992-93 and the estimated for 1993-94; and

(d) the reasons for the rise in the level of subsidy despite increase in the issue price?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) While retail issue prices of wheat and rice sold to consumers through Public Distribution System are determined by the State Governments/ Union Territory Administrations concerned themselves, the retail issue prices of levy sugar during the last three years were as follows:

Year	Effective from	Rs./Per quintal
1991-92	25-7-1991	610
	21-1-1992	690
1992-93	17-2-1993	830
1993-94	1-2-1994	905

(b) Government does not pay subsidy directly to the consumers or the State Governments etc. Food subsidy is released/paid to Food Corporation of India for reimbursement of (i) the difference between economic cost of foodgrains and their issue prices; and (ii) carrying cost of buffer stocks. During the years 1991-92 and 1992-93 Government had paid/released an amount of Rs. 2850 crores and Rs. 2785 crores respectively to Food Corporation of India towards food subsidy. The subsidy to be released during the current year is estimated to be Rs. 5200 crores.

(c) Quantity of foodgrains and sugar distributed from Central Pool for Public

Distribution System during the years 1991-92 and 1992-93 was as follows:

*(In lakh Tonnes)*

Year	Rice	Wheat	Sugar
1991-92	100.44	87.25	42.97
1992-93	93.64	74.09	43.00

During the current year i.e. 1993-94 the supplies of rice and wheat (upto January, 1994), and sugar (upto March, 1994) are estimated to be 75.60, 47.37 and 21.62 lakh tonnes respectively.

The figures of sugar are inclusive of 5% ad-hoc allocation.

(d) Rise in the level of food subsidy is mainly attributable to increase in the procurement cost of grains, delayed and partial passing on of the increased costs to Public Distribution System consumers, increase in interest charges, increase in freight charges and arrears of subsidy for previous years.

*[English]*

#### **ICAR Laboratory in Thanjavur**

2205. SHRI K.T. VANDAYAR: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government propose to start ICAR Laboratory and tissue culture laboratory in Thanjavur, Tamil Nadu;

(b) if so, the details thereof;

(c) the time by which these laboratories are likely to be established; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR):  
(a) No, Sir.

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

#### **Fodder Production**

2206. SHRI ANNA JOSHI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government of Maharashtra has submitted any comprehensive agricultural plan to the Union Government for boosting up fodder production in the State;

(b) if so, the amount sought under the above plan and the action taken by the Government thereon;

(c) whether the Government have also received such plans from other states; and

(d) if so, the details thereof and the action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR):

(a) and (b). Govt. of India has received one proposal regarding strengthening of State Fodder Seed Production Farm for production of foundation/certified seed at Cattle Breeding Farm, Jath, Distt. Sangli at a total cost of Rs. 16 lakhs under the

Centrally Sponsored Scheme. The proposal in the prescribed proforma has not been received from the State Govt. in spite of reminder.

(c) and (d). The Government of India has also received proposals regarding Strengthening of State Fodder Seed Production Farms for production of foundation/certified seed from other States viz., Himachal Pradesh, Madhya Pradesh, Tamil Nadu, U.P., Karnataka, Manipur, Haryana, Mizoram and Punjab, which are under examination.

[*Translation*]

#### **Movement of Foodgrains**

2207. MAJ. GEN. (RETD.) BHU-  
WAN CHANDRA KHAN-  
DURI:

SHRI RAMESH CHENNI-  
THALA:

SHRI J. CHOKKA RAO:

Will the Minister of FOOD be pleased to state:

(a) whether some States have lifted the ban on inter-State transportation of foodgrains;

(b) if so, the details thereof;

(c) the names of the State which opposed to the free movement of foodgrains; and

(d) the measures taken to ensure free movement of foodgrains?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALPNATH RAI): (a) to (d), According to the

present policy of the Central Government, the entire country is treated as a single food zone for inter-State and intra-State movement of foodgrains (wheat, paddy, levy-free rice, coarse-grains and pulses). On 26-3-93, all the State Governments/Union Territory administrations were informed of this national policy of treating the entire country as a single zone. They were requested to ensure that there were no impediments in the movement of foodgrains. They were also advised to remove statutory restrictive provisions which may be impeding the inter-State and intra-State movement of foodgrains by sending formal proposals to Government of India for obtaining prior concurrence under the Essential Commodities Act, 1955. In response to this, all except the Governments of Andhra Pradesh, Orissa, Tamil Nadu, West Bengal and Union Territory Administration of Pondicherry have informed that they have removed all movement restrictions on foodgrains. These states are being requested again to remove the existing restrictions on movement of foodgrains so as to fall in line with the national policy of free movement of foodgrains throughout the country.

[*English*]

#### **Export of Agricultural Commodities**

2208. SHRI SOBHANADREESWARA RAO VADDE: Will the Minister of AGRICULTURE be pleased to state the Agricultural commodities identified for export promotion and the details of estimates worked out commodity-wise during the Eighth Plan Period?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE:

CULTURE (SHRI S. KRISHNA KUMAR):  
The Agricultural Commodities identified for export and the commodity-wise estimates of export worked out during Eighth Plan Period are given in the *Statement* given below:—

**STATEMENT**

*Export of Agricultural Commodities During the Eighth Plan Period*  
(Rs. in crores)

Sl. Commodities/ No. Groups	Total
Agricultural & Allied Products of which	50235
1. Tea	6224
2. Coffee	1646
3. Tobacco unmanufactured & manufactured	2099
4. Oil Cakes.	5437
5. Spices.	2074
6. Cashew Kernels.	4410
7. Raw Cotton.	1600
8. Rice.	4831
9. Marine Products.	8863
10. Meat & Meat-preparations.	1503
11. Misc. Processed foods (incl. Processed fruits & Juices)	2654
12. Fruits & Vegetables	2373
13. Sugar & Mollasses.	2861
14. Not classified.	.3660

[Translation]

**FCI Godowns**

2209. SHRI DHARMANNA MOND-  
AYYA SADUL: Will the Minister of FOOD  
be pleased to state:

(a) whether FCI godown is located near Hotgi railway station;

(b) if so, the reasons for unloading the goods first at Sholapur station and then transporting it through trucks to the Hotgi godown; and

(c) the steps proposed to be taken by the Government to stop this wasteful expenditure?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) No, Sir.

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

[English]

**Starvation in Koraput**

2210. SHRI GEORGE  
FERNANDES:  
SHRI PARASRAM  
BHARDWAJ:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether a survey showed that 97 percent of the population in Koraput and 77 percent in Kalahandi suffered from starvation;

(b) if so, whether Kalahandi has become synonymous with starvation along with the neighbouring districts of Bolangir and Koraput; and

(c) if so, the facts thereof?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRI-

CULTURE (SHRI S. KRISHNA KUMAR): (a) to (c). No such survey has come to the notice of the Government. However, Government is aware of the endemic poverty conditions prevailing in Koraput, Kalahandi and Bolangir region or Orissa predominantly due to low productivity of land and vagaries of monsoon. Government of Orissa has estimated that 90% of the families in these areas are below the poverty line.

#### **Agriculture Economic Research Centre**

2211. SHRI MANORANJAN BHAKTA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Agriculture Economic Research Centre is functioning smoothly; and

(b) if not, the steps proposed to be taken for the smooth functioning of the Centre?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) The National Centre of Agricultural Economics & Policy Research is functioning smoothly under the administrative control of ICAR at IASRI Campus, New Delhi.

(b) Doesn't arise.

[*Translation*]

#### **Grape Cultivation**

2212. SHRI MAHENDRA KUMAR SINGH THAKUR: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government have conducted any survey with regard to explore the possibilities of grape cultivation in the country particularly in Madhya Pradesh:

(b) if so, the names of areas identified; and

(c) the steps taken or proposed to be taken by the Government to encourage the farmers for cultivation of grapes?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) No, Sir.

(b) Does not arise.

(c) Twenty five percent subsidy on bank loan on NABARD norms for grapes plantation is being provided by the State Government of Madhya Pradesh.

[*English*]

#### **Regeneration of Degraded Forests**

2213. SHRI SANDEEPAN BHAGWAN THORAT:

SHRI MULLAPPALLY RAMCHANDRAN:

SHRI SANAT KUMAR MANDAL:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state the details of Central Sector/Centrally Sponsored Schemes for regeneration of degraded forests during 1994-95 with physical targets and financial allocations, State-wise?



THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): The list of Central Sector/Centrally Sponsored Schemes being operated by the Ministry of Environment and Forests for afforestation and tree planting, including regeneration of degraded forests is given in the *Statement* attached.

State-wise targets for afforestation and tree planting activities under the 20 Point Programme, including regeneration of degraded forests areas, are set keeping in view the allocation of Plan funds for the Central and State Plans. These are yet to be finalised for the year 1994-95.

#### STATEMENT

*List of Central Sector/Centrally Sponsored Schemes operated by the Ministry of Environment and Forests for afforestation and tree planting, including regeneration of degraded forest*

1. Integrated Afforestation and Eco-Development Project, Scheme
2. Fuelwood and Fodder Project Scheme
3. Scheme for Plantation of Minor Forest Produce including medicinal plants
4. Aerial Seeding Scheme -
5. Grants-in-Aid Scheme
6. Eco-development in and around National Parks and Wildlife Sanctuaries including Tiger Reserves Scheme

7. Scheme for Association of Scheduled Tribes and Rural Poor in the Regeneration of Degraded Forests on Usufructs Sharing Basis.

#### EMU Car Shed at Howrah

2214. PROF. SUSANTA CHAKRABORTY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware that present EMU car shed at Howrah is not upto the mark;

(b) whether EMU services were disrupted due to frequent water logging as a result of rain;

(c) if so, whether any steps are being taken for construction of new car shed;

(d) if so, the details thereof; and

(e) if not, the reasons for the delay?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) EMU car shed at Howrah has all necessary facilities.

(b) There were disruptions of services for a short duration on a few occasions due to water logging caused by heavy rains and failure of drainage system of the Municipality.

(c) and (d)-Another car shed is being constructed at Bandel for maintaining additional EMU rakes due to increase in the holding.

(e) Does not arise.

[Translation]

(b) if so, the details thereof; and

**Dairy Development**

(c) the milk power and other foods likely to be produced in these plants?

2215. SHRI GAYA PRASAD KORI:  
Will the Minister of AGRICULTURE be pleased to state:

(a) The names of the States which have sought permission and financial assistance from the National Dairy Development Board to set up Milk Processing Plants and for the development of dairies in the States;

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR):  
(a) to (c)-A *Statement* giving details of proposals under consideration of National Dairy Development Board for setting up of processing plants under Operation Flood and their installed capacities of milk powder production is annexed.

**STATEMENT**

*Statement showing particulars with respect to proposals on hand for financing of dairy plants and product making facilities*

State	Milkshed	Location	Milk Processing Plants Capacity		
			Liquid Milk (TLPD)	Powder Plant (TPD)	Proposed Investment (Rs.lakhs)
Himachal Pradesh	Una-Kandra	Dagwar	10	-	50.19
Punjab	Amritsar	Verka	60 to 300	5 to 30	3342.83
Uttar Pradesh	Entire O.F. Area of U.P.	Lucknow	300	30	4738.56
Orissa	Entire O.F. Area of Orissa	Bhuvaneswar	75 to 100	-	73.70
		Sambalpur	10 to 30	-	59.06
Madhya Pradesh	Bhopal	Bhopal	150 to 180	-	65.42
Maharashtra	Bhandara	Sindhpur	20	-	51.56
	Akluj	Akluj	100 to 200	10	1310.07

State	Milkshed	Location	Milk Processing Plants Capacity		
			Liquid Milk (TLPD)	Powder Plant (TPD)	Proposed Investment (Rs.lakhs)
	Sholapur	Tembhurni	75	-	
	Satara	Satara	100 to 150	10	879.67
	Jalna	Jalna	20	-	55.68
	Chandra-pur	Chandra-pur	20 to 50	-	135.03
Tamil Nadu	Dindigul Anna	Dindigul	125	-	252.63
	Thanjavur	Thanjavur	26 to 50	-	52.87
Karnataka	Kolar	Kolar	100 to 200	-	302.00*

TLPD — Thousand liters per day

TPD — Tonnes per day

\* — For cheese plant

[English]

### Sun-Flower/Soyabean Cultivation

2216. SHRI K. PRADHANI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government propose to start sun-flower and soyabean cultivation in Orissa;

(b) if so, whether the Government propose to involve the State Agriculture University in the process of soil testing and study of climatic conditions; and

(c) if so, the steps proposed to be taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR):  
(a) Yes Sir, Provided the State Govt. sends the proposal to that extent.

(b) and (c). Yes, Sir. The Technical back up will be provided by the State Agricultural University in respect of varieties and production technology.

### Subsidy to Agriculture Sector

2217. PROF. M. KAMSON: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government have provided subsidy to the farm sector excluding power and irrigation during 1993-94;

(b) if so, the details thereof;

(c) whether the Government propose to increase this subsidy during 1994-95 including power and irrigation sectors; and

(d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) and (b). Yes, Sir. According to the Expenditure Budget 1994-95, fertiliser subsidy of Rs. 4400 crore has been provided during 1993-94.

(c) and (d). Details of subsidy during 1994-95 are as follows: Fertiliser (BE) Rs. 4000 crores.

The Budget for 1994-95 has not indicated any subsidy for irrigation and power.

[*Translation*]

### Sea Fishing

2219. SHRIMATI SAROJ DUBEY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government propose to formulate any scheme to encourage fishermen for catching fish from sea;

(b) if so, the details thereof; and

(c) the quantity of sea-fish in tonnage exported during the last one year and the foreign exchange earned therefrom?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) and (b). Yes, Sir. The Government have formulated the following Centrally Sponsored Schemes for implementation in the country to encourage fishermen for catching fish from sea:—

- Motorisation of Traditional Craft of Fishermen to enable them to have easy mobility at sea and to extend the range of their fishing operation.
- Introduction of Plywood Craft for replacement of canoes and catamarans made of costly timber, in due course.
- Introduction of Intermediate Craft for exploitation of under exploited offshore pelagic resources such as Tuna, Sharks etc.
- Reimbursement of Central Excise Duty on High Speed Diesel Oil used by small mechanised boats below 20 metre length.
- Enforcement of Marine Fishing Regulation Act wherein fishing Zones are reserved for traditional fishermen.

(c) During 1992-93, 2,08,602 tonnes of marine products were exported earning foreign exchange equivalent to Rs. 1767.43 crores.

[English]

### **Completion of Metro Railway**

2220. SHRI AMAL DATTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the entire stretch of Metro Railway in Calcutta is likely to be completed before 1995;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) No, Sir. It will be completed by the end of 1995.

(b) All other sections except Girish Park to Central Station, will be opened in 1994.

(c) Non-availability of adequate funds in previous years and delay in providing land by the Government of West Bengal. Still 6 plots of land are yet to be handed over. Required funds have been allotted this year.

### **Metro Railway in Calcutta**

2221. SHRIMATI MALINI BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether budgetary allocation for 1993-94 is being released to the concerned authorities to speed up the work of Metro Railway in Calcutta; and

(b) if so, the details thereof; and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) Yes, Sir.

(b) Budgetary allocation of Rs. 125 crores has since been increased to Rs. 150 crores for 1993-94.

### **Brain Drain**

2222. SHRI CHITTA BASU: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the brain drain continues to be a regular phenomena in India even today;

(b) if so, the extent thereof annually; and

(c) the steps taken to reduce the same?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) to (c). Some Indian scientists, engineers, medical graduates do migrate to other countries for higher studies/work abroad and some of them tend to stay back. But it has not been possible to maintain a record of such migrations. In order to attract such personnel back to the country, the Government has taken steps which include increase in Science and Technology outlays, creation of new Scientific Departments/Organisations, delegation of enhanced administrative and financial powers to Science & Technology Institutions, temporary placement of Scientists and Technologists under the Scientists' Pool etc.

**Development of Catchment Area**

2223. SHRI MULLAPALLY RAM-CHANDRAN: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government of Kerala has sought any assistance from the Union Government for development of catchment area during 1992-93 and 1993-94;

(b) if so, the details thereof; and

(c) the steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) to (c). A Centrally Sponsored Scheme of Soil Conservation in the Catchments of River Valley Project is being implemented covering the catchment of Kunda in the State of Kerala. An amount of Rs. 160.0 lakh was released as Central assistance during 1992-93, and for 1993-94 of a programme of Rs. 188 lakhs has been approved.

**River Valley Projects**

2224. SHRI SARAT PATTANAYAK: Will the Minister of AGRICULTURE be pleased to state:

(a) whether there is any proposal to involve voluntary organisation in implementing River Valley projects and afforestation in banks of flood prone rivers in the country;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) to (c). Yes, Sir. Two Centrally Sponsored Schemes namely Soil Conservation in the catchments of River Valley Projects and Integrated Watershed Managements in the Catchments of Flood Prone Rivers are being implemented in 18 States covering 37 catchments. After discussion with Non-Govt. Organisations working in different parts of the country, a Memorandum of Understanding has been developed for peoples participation and involvement of Vountary Agencies in these programme. It has been circulated to all concerned States for their consideration and implementation.

*[Translation]*

**Water Testing Laboratory**

2225. SHRI SHIVRAJ SINGH CHAUHAN: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Union Government have received any proposal for its approval from the Government of Madhya Pradesh for opening of water testing laboratory in every district of the State;

(b) if so, the details thereof; and

(c) the time by which the approval is likely to be accorded?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) No, Sir.

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

[English]

### Price of Cloves

2226. SHRI P.C. THOMAS: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the price of cloves in the domestic market has steeply come down;

(b) if so, the reasons therefor;

(c) whether the Government propose to review the import policy in order to curb smuggling of cloves;

(d) if so, the details thereof; and

(e) the steps being taken to encourage its production?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) and (b). Yes, Sir. The prices of cloves have declined considerably in recent months. The fall is largely attributed to the imbalance between demand for and supply of the commodity created by substantial increase in the production on the one hand and increased imports on the other. The depressed prices in global markets, also had the dampening effect on domestic prices.

(c) and (d). The Government has restricted the import of cloves by including this item under 'Negative list' of import and allowed for import against a licence subject to export obligation of twice the

value of imports. In order to curb the smuggling of spices in general and cloves in particular, the Government has intensified its anti-smuggling operations.

(e) In order to step up the production of cloves in India the Government has been undertaking development programmes. These include (i) production and distribution of quality planting materials and (ii) establishment of demonstration plots of tree spices.

### Pesticide Poisoning Deaths

2227. DR. R. MALLU: Will the Minister of AGRICULTURE be pleased to state:

(a) whether majority of States and Union Territories have now entrusted the huge task reporting pesticide poisoning to already over-burdened existing staff leading to non-reporting or under-reporting;

(b) whether the number of cases are very much higher than notified;

(c) if so, the number of pesticide poisoning deaths reported during the last three years, State-wise;

(d) whether the cases reported have been classified on the basis of suicides, accidental due to pesticides from air, water and food;

(e) whether any prosecutions have been launched or warnings issued; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE:

CULTURE (SHRI S. KRISHNA KUMAR):  
 (a) and (b). Under Section 26 of the Insecticides Act, 1968, the States/UTs have to notify the functionaries for collecting all the incidences of pesticides poisoning coming within their cognizance. However, it is likely that the actual number of the cases are higher than the notified due to the fact that some of the occurrences of pesticides poisoning do not come into notice of the notified functionaries, and

some States/UTs have not yet notified the functionaries for reporting such cases.

(c) The *Statement* is enclosed.

(d) The reported cases are classified on the basis of suicidal, accidental, etc., but not due to pesticides from air, water, food.

(e) No, Sir.

(f) Question does not arise.

### STATEMENT

*Statement Showing the number of pesticides poisoning death cases (State-wise) during last 3 years*

Sl. No.	Name of State/UT	1990-91	1991-92	1992-93
1.	Andhra Pradesh	76	58	316
2.	Arunachal Pradesh	Nil	Nil	Nil
3.	Assam	Nil	Nil	Nil
4.	Bihar	Nil	Nil	Nil
5.	Gujarat	17	125	102
6.	Haryana	76	70	73
7.	Himachal Pradesh	4	NR	NR
8.	Jammu & Kashmir	Nil	Nil	Nil
9.	Karnataka	23	Nil	Nil
10.	Kerala	528	117	157
11.	Madhya Pradesh	1249	Nil	Nil
12.	Manipur	Nil	Nil	NR
13.	Maharashtra	269	323	237
14.	Meghalaya	Nil	Nil	Nil
15.	Mizoram	Nil	Nil	Nil
16.	Nagaland	Nil	Nil	Nil
17.	Orissa	Nil	Nil	Nil
18.	Punjab	NR	70*	165
19.	Rajasthan	284	39	155



Sl. No.	Name of State/UT	1990-91	1991-92	1992-93
20.	Sikkim	Nil	Nil	Nil
21.	Tamil Nadu	NR	69	20
22.	Tripura	NR	5	Nil
23.	Uttar Pradesh	33	1	Nil
24.	West Bengal	NR	NR	NR
25.	Andaman & Nicobar	Nil	1	Nil
26.	Chandigarh	NR	NR	NR
27.	Dadar & Nagar Haveli	Nil	Nil	Nil
28.	Daman & Diu	Nil	NR	Nil
29.	Delhi	Nil	41	NR
30.	Lakshdweep	Nil	Nil	Nil
31.	Pondicherry	61	5	72
32.	Goa	Nil	Nil	Nil

Remarks: The figures have been compiled based on the information furnished by the State Authorities either at the Zonal Conferences or figures furnished to Government of India, Ministry of Agriculture, Deptt. of Agri. & Coopn. Dte. of Plant Protection, Quarantine & Storage, Faridabad.

\* Total number of poisoning cases died and survived.

NR = Not Reported.

**12.00 hrs.**

[English]

MR. SPEAKER: I think, we have decided yesterday that we will have the reply to the Debate by the hon. Prime Minister immediately after the Question Hour. If you have any other unlisted business, we can take it up a little later.

SHRI SOBHANADREESWARA RAO VADDE (Vijayawada): Mr. Speaker, Sir, thousands of College Lecturers...

MR. SPEAKER: We will have it later.

SHRI LOKANATH CHOUDHURY (Jagatsinghpur): Sir, since the hon. Prime Minister is going to speak today and today is the International Women's Day and as we all know, the atrocities on women in this country are increasing, it would have been better...

MR. SPEAKER: I am sure, you might have made that point in your speech.

SHRI LOKANATH CHOUDHURY: I have not made that point. Yesterday, a news about the atrocity on a couple had come in the Press.

MR. SPEAKER: This is not going on TV. I am asking the TV people not to record this.

SHRI LOKANATH CHOUDHURY: Let them not record. But, I will request the hon. Prime Minister to give some message to our women on this International Women's Day in this House and felicitate them on behalf of the Members of this House.

MR. SPEAKER: Please take your seat. Thank you.

Now, the hon. Prime Minister.

12.02 hrs.

#### MOTION OF THANKS ON THE PRESIDENT'S ADDRESS - (*Contd.*)

THE PRIME MINISTER (SHRI P.V. NARASIMHA RAO): Mr. Speaker, Sir, I am grateful to the hon. Members, who have participated in this Debate and given us the benefit of their observations, suggestions and also criticism.

Sir, if we look at the last three Addresses of the President, we can see the change from year to year which represents the overall situation in the country as it existed at the time he gave the particular Address.

In 1992, the President began by addressing the question of economic reforms because that was uppermost in the nation's agenda. In 1993, the focus was on the survival of India as a nation and the survival of its secular character. This year, Rashtrapatiiji has spoken of a note of optimism; an optimism he has elaborated as one of accelerating our

pace of economic growth strengthened by the reassuring verdict of the people in favour of reforms and against the forces of communalism.

This is a very clear picture, comparative picture, of the three past years when the President addressed us and I would say that today we have this note of optimism and we have to build on this optimism because conditions are ripe, conditions are congenial for building up on this optimism.

I would, however, touch upon a few aspects which have been raised by some hon. Members although I must say that taking the Debate as a whole what is really warranted from me is a short reply and not to elaborate because the President's Address in whatever it has said has been extremely lucid and one does not have much to add to what he has said.

On the questions regarding the internal security, internal law and order, some points have been raised.

I would rather start with them and dispose them of before going on to the economic issues.

Sir, the RJB issue really is in the Supreme Court. There have been objections raised from several quarters right from the beginning that the reference should be under one article, not under the other. Now, all that has passed. Today, the Supreme Court is seized of the matter and the hearings are going on. I would appeal to the House, I would appeal to the hon. Members not to, really, be agitated by this question any more, because once the Supreme Court gives its opinion, as the President has said action would be initiated on the lines of the opinion or in the light of the opinion given by the

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Supreme Court. Whatever legal and other niceties could be raised, have been raised, but now we are at a stage where action can follow as quickly as possible and therefore, we should, really, be ready for the Supreme Court's opinion, expected as early as possible and look forward to taking action. On that, of course, we will again come to the House, take the opinion of the hon. Members and have a consensus on what to do and how to take action. So, this is the stage at which we find ourselves today and I would, once again, appeal to the House to understand this and take it as the present stage from which we have to go forward.

Sir, about Kashmir there are two or three complications which need to be disentangled. The first very clear thing, clear fact we know is that from Pakistan incessantly, endlessly, without intermission terrorism is being exported into the Valley. We have been dealing with this with utmost patience and firmness combined; where firmness is needed firmness is being shown, but where patience could be better we have also shown patience as was evident in the Hazaratbal matter. This has to be tackled on many fronts. The latest which, I think, we have thought of is, apart from what all is being done there is a need to intensify the development effort in the State. I shall come back to the House with more details on some other occasion, but suffice it to say at this moment that the front, the developmental front has to be concentrated upon. We are doing a lot of developmental work there, but that needs to be augmented, to be given some concentrated attention. The aspect involving the people is being looked into. The aspect of better coordination has been looked into and I am glad to say that the coordination today is much better and much more effective than it was a few months earlier.

Sir, we have a problem with Pakistan. The problem is that they have a compulsion, an internal compulsion to harp and keep on harping on the Kashmir question and harp on human rights. One fails to understand how of all the countries Pakistan is the champion of human rights and India, with all our traditions, our laws, our record in the human rights sphere, is being put in the dock.

This is absolutely incomprehensible. But this is what is happening. We have to face it. We have nothing to hide. Our record is clear. Wherever there are excesses, the President has very clearly stated that we will take action. But to say that we are only violating human rights all the time is an exaggeration which borders on untruth. We would like to refute it and we would like to say that we will deal with the Kashmir question both on the front of terrorists whose human rights are not sacrosanct if they really want to kill people right and left. It has to be firmness to put down terrorism, to preserve and protect the territorial integrity of the country and nothing is going to come in the way of the Government of India, of the people of India in achieving this. Subject to this, of course, we have nothing to hide.

Lots of people are coming into Kashmir. They are giving their recommendations; they are giving their suggestions; they are giving their opinions and will continue to welcome people to come and see Kashmir. After all, Kashmir has been one of our best tourist areas. Today because of what Pakistan has done, the situation has worsened to such an extent that the people of Kashmir are suffering. All the income of the people of Kashmir was mostly dependent on tourism. All that is no more now. This suffering has to be put an end to and this can happen only when what is happening

by way of export of terrorism from Pakistan ceases. We are determined to see that it ceases.

Now something is being said about what is happening in Geneva, Sir, the Human Rights Commission is seized of the matter, I would not like to anticipate what is going to happen there. But we have convinced, we have tried to convince all our friends that Pakistan's propaganda against India on human rights is totally uncalled for. In fact, one could ask what Pakistan's *locus standi* is in respect of Kashmir, except that of an aggressor. That is the only *locus standi*. Beyond that, there is nothing. We have to tell the world many things that have been forgotten. The basic case on Kashmir, India's basic case on Kashmir has probably taken a back seat and all these peripheral issues, in fact, irrelevant issues like human right issues etc., are coming to the fore. It is time that we go into the basics, tell the world what exactly is the Kashmir question and how they have to look at it, if they have to do justice or if they have to take the right view.

This is what needs to be done now. Since we have passed a unanimous resolution rightly, validly as an act of patriotism in this House, I would like both the Houses of Parliament to go into this question in greater detail. Many of our Members could take part, they could study and the world should know—apart from the Resolution that we have passed—what the Parliament thinks about the Kashmir question in all its details. I think, this is very necessary. I find when I go out, the real basis etc., of the Kashmir question has been totally sidelined, either forgotten or deliberately sidelined. Whichever is the case, we have to bring it back into focus. It is not in the focus, at the moment.

The determination of the nation has been fully reflected in the resolution of the Parliament. I have no need to add anything to that except to say that this Government will carry out the Parliament in letter and spirit and this is the undertaking of the Government of India to the Parliament.

Coming to the demand for new States which has been gathering some momentum for some time, I would like to say that the time and the situation do not warrant the carving out of new States. We have to make arrangements within the present set up in order to see that backward areas in States are looked after better. We had the Jharkhand Bill. We were not quite satisfied with it. We asked for some amendments to be made in it, I think it will be possible to find a solution by which that backward but very rich area gets its dues in development, in investment and in the general programmes of the States. So is the case with many other areas, the Utrakhand and the other areas from where similar demands have come. I would like to respectfully submit that this is no time for us to open the Pandora's Box for new States to be created. Our ingenuity has to be extended to the fullest extent to find solutions to the problems of the backward pockets.

MAJ. GEN. (RETD) BHUWAN CHANDRA KHANDURI (Garhwal): It has not happened for the last so many years. You are just trying to postpone the problem.

SHRI P.V. NARASIMHA RAO: I am making a statement because a demand has been made, speeches have been made and the point has been raised. So, I think I must respond to this. This is what I am doing and I would say that short of

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carving out new States, we will have to find solutions to the imbalance that exists in almost all States and particularly States whose formation was a result of historical circumstances. We can go into all those things. Things have been done on those lines. Councils have been formed. They are working well and there is no reason why we should be diffident about doing these things effectively. That is one thing which I would like to submit to the House.

In the North-East, problems are rather complex, Shri Jaswant Singhji asked the other day, how do you reconcile the two statements where the President says that North-East is peaceful land and there is imposition of President's rule in one of the States. I think they are not only reconcilable but that is the real situation. Today, in a part of Meghalaya the elections are taking place. In another State, there is a clash between two tribes. Now both are happening. But on the whole, what the President says is correct. Except Manipur where now things are fast returning to normal after the imposition of President's rule, the North-East is peaceful. But North-East bristles with problems, problems of development, problems of distance and problems of access. Even Indian Airlines suspended flights to the North-East. I do not know for what reasons. Now we have got them restored with some difficulty. The problems of the North-East are really difficult.

And I would say that we are paying special attention. I am glad that one of the States which had not been represented all these forty years has now got a Minister of States in the Council of Minister. The other Ministers also, they are looking into the problems. But, I think, the North-East is an area which needs special attention with another additional complication that

it has become a haven of smuggling, haven of arms transfers which are being reflected in local feuds. So, it is not just a question of law and order. It is a social question to some extent; it is a question where large monies are concerned and it happens to be the border of three countries. Some of the areas are tri-junctions. So, it needs much greater attention and I am glad to say that we have been paying greater attention going into all those questions dealing with different aspects of the questions. *(Interruptions)*

KUMARI UMA BHARTI  
(Khajuraho): What about the problem of infiltration in the North-East ?

SHRI P.V. NARASIMHA RAO: That is one of the problems. What I am saying is that the border is so porous that any one can commit a crime in India and go into the other country; commit a crime there and come back into India and so on. That is why the porosity of the border is the main cause. There was a time when some sanitised area was considered. But I am sure that is working as it had to work, We will have to go into it and we are going into it.

Now, on the whole, the situation in the country has stabilised so to give a lot of confidence to people from outside and within the country that economic activity can now be accelerated. There will be no problem about further investment, additional investment and things will be stable; things will be peaceful. This is the hope that has been created and that is why what the President has said, what the Rashtrapathi ji has said is a note of optimism. This is one of the factors which has generated a note of optimism.

Coming to the economic policy, lots of things have been said. In fact, there have been many suggestions; many de-

mands of a local nature. I would, with your permission, with the permission of the House, like to deal with them in writing; send individual replies to all the Members who have said something about their constituencies, States etc. because we do not have to devote the time of the House for these individual matters. But I am only giving a few important policy statements, policy issues to the House.

What is the picture that is emerging in the country? On the one side, we are having the massive induction of outlays, investment in the infrastructure sector. This is happening. This is well known. The sectors that are being given additional investment are fuel, oil-refineries, power, food-processing, chemicals, electrical equipment, electronics, metallurgical industries, transportation, hotels and tourism, industrial and agricultural machinery.

These are the priority areas. Never before in any other previous plans did we have a shot in the arm to these areas of development as we are having today. I am not saying that it is enough. Much more needs to be done because once you start on this road, there is really no end. You will have to go on doing more and more.

On the other side, I am glad to say that on the rural sector, on the rural development sector—this is what I would request hon. Members to appreciate—from the Seventh Plan outlay of Rs.7000 crore, we have jumped to Rs. 30000 crore in the Eighth Plan. This again has never happened in the past. So, there is a determination on the part of the Government to balance this out. We cannot wait until industries come and the benefits trickle down to the villages. They will never trickle down to the villages. Industries

mostly will remain where they are. Rural industrialisation of that kind is going to take a long time. Of course, the small-scale industries are doing very well in the new set up. We have enabled them to become more efficient. But that is not enough. So, Rs. 30000 crore are being spent. I am glad to say that this is not on paper. Now taking the total of what has been spent on rural development—I want to give this picture clearly to the House so that later on there is no misunderstanding—in the first year of the plan it was Rs. 3,100 crore; in the second year it was Rs. 5,010 crore and in the third year, it is Rs. 7010 crore. So, out of Rs. 30000 crore, within three years, we have now reached Rs. 15,110 crore. In the next two years, the Planning Commission has already accepted that it will replenish, it will complete Rs. 30000 crore. We are already at Rs. 7000 crore this year, Rs. 500 crore more in the next year, then another Rs. 500 crore in the next year, Rs. 7,500 crore and Rs. 7,500 crore makes the full allotment of Rs. 30000 crore. In the next plan... (Interruptions)

[Translation]

SHRI NITISH KUMAR (Barh): What are you doing about the increasing prices? (Interruptions)

SHRI P.V. NARASIMHA RAO:  
Please listen... (Interruptions)

[English]

SHRI BASUDEB ACHARIA (Bankura): What is its impact on rural poverty?

SHRI P.V. NARASIMHA RAO :  
That also is being looked into. The impact on rural poverty, the impact on rural un-

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 employment has been studied by independent groups. I can come to the House with details. But right now, I would say that so much money being injected into the rural economy cannot go waste. There are benefits accruing, they have accrued. There is no point in denying that. Of course, there may be some wastage here and there. But rural areas have benefited. For instance, the artisans in the rural areas, more than two lakh artisans have been given improved tools. Now what is the impact of that? The artisans are not, by and large, going to the towns in search of employment. This is not my statement; this is the statement of an independent body which has gone into it. I can produce all the details. But I am just saying that when you are injecting investment for development into the rural areas, it is wrong to say that the rural areas do not respond. That would be an insult to our people. They are taking the benefit, they are responding to the benefit. I do not know if the particular experience of Members in those areas is not good. We will go into that, if again there are such individual cases. But generally the benefit is going to the people directly. (Interruptions)

[Translation]

SHRI NITISH KUMAR: Mr. Prime Minister, you are not being given correct informations.

SHRI P.V. NARASIMHA RAO: O.K. I will take correct informations from you. You may provide correct informations to me.

[English]

SHRI SOBHANADREESWARA RAO VADDE (Vijayawada): Only recently,

Shri Rameshwar Thakur said that the Government of Andhra Pradesh is not utilising the funds to the maximum extent.

SHRI P.V. NARASIMHA RAO: Sir, I am only speaking of the general trend of the investment in the rural areas. In the next plan, the picture that emerges is like this. We have had some discussion with the Planning Commission. The rural areas would have to get at least three times more than what they got in the Eighth Plan. So, in the Ninth Plan, for rural development Rs. 90,000 crore have to be given and nothing less. I am not saying that even that is going to be enough. But it has to be so.

Six percent of the GDP on education has been committed. What does that mean? You are at 3.7 percent today. In the Ninth Plan, it has to be somewhere between 3.7 and 5 percent.

[Translation]

Ninth Plan is being referred to because it is proposed to be done by the end of the century.

[English]

By the end of the century this has been a national commitment and we have to go, at least, to five percent of the GDP in the Ninth Plan. And in the Tenth Plan, we go straight on to the six percent target. So, the way we are projecting development plans, particularly in the rural areas is so clear that we will reach our targets and there will be no problem about the rural areas suffering in any way. And once this is inducted in a big way, you will have the rural areas booming with activity, busy with activity — economic activity and other activities. Education will improve

and then you will have a picture which is totally different from what we have today. So, this is the economic picture that is emerging and is bound to emerge on the lines which I have just suggested. This is the general theme. (*Interruptions*)

About investment from outside the Government, the word 'Foreign' somehow seems to evoke certain pictures, certain concepts. What I would say is, outside the Government whatever investment is coming, whether from within the country or from outside the country, from NRIs, that is increasing quite steadily and we expect that we would get more investment from outside than we had anticipated and that would be in substitution of what the Government would have otherwise had to invest. (*Interruptions*)

On the power sector, Sir, the Planning Commission finally said, they cannot go beyond 30,000 MWs. The requirement was more than 48,000 MWs. Where is the rest going to come from? You do not have resources; you cannot wait another five years. We are trying our very best to get this investment from outside the Government. (*Interruptions*)

SHRI SRIKANTA JENA (Cuttack):  
Is it by paying double the cost?

SHRI P.V. NARASIMHA RAO:  
What we are paying, we will come to that. Every problem, every project, you can discuss here. The question is: Can you wait another five or ten years for 18,000 MWs?

Is it possible? If you are thinking of industrialisation, can you do without power? Coming to terms and conditions, you can always have terms and conditions laid before Parliament, on the Table of the House. I am prepared for that.

So Sir, at the end of some months of hard bargaining we now able to say that it is not 30,000, it is going to be about 36,000 MWs which we will have in this as of today. We are still negotiating with many more investors and it is possible that the 18000 MWs gap which had been left unbridged by the Planning Commission in sheer helplessness may be completed. This is what is being done in all the fields where our own resources are inadequate and we cannot wait for another five years or indefinitely to get resources and do these things in the next plans. This is how this substitution process of which I have been taking time and again is taking place. I have given only one concrete example in the power sector.

Now it has been said, of course I can never expect this slogan to be stopped because it is a slogan coming in handy that we are doing things at the instance of somebody else. I have not got any suggestion from any international agency, financial agency, asking me to put Rs.30,000 crore in the rural sector or whatever I have been doing. Whatever the Government has been doing is totally ours. We have taken the exigencies of the country, the needs of the country into account and we have planned this. We have put this as the project. It is for Members to suggest amendments. May be, we can improve many things if only a constructive attitude is taken by Members. Let us discuss where the thing is wrong. Just do not say you are doing it because somebody else asked you do do it. That is not correct. Factually it is wrong and then as an argument, it has absolutely no base. How does it matter what I am doing, at whose instance I am doing? I am doing this. It is on the Table. Please say whether it is good or bad. (*Interruptions*)



SHRI SOMNATH CHATTERJEE (Bolpur): Like obtaining a majority; the method is immaterial. As your Finance Minister said in his Budget speech; we have obtained the majority; that is the end of the road.

SHRI P.V. NARASIMHA RAO: Somnath Babu, at some point of time I think we have to become a little more serious.

SHRI SOMNATH CHATTERJEE: Seriousness is not the one way traffic. Mr. Prime Minister. *(Interruptions)*

SHRI P.V. NARASIMHA RAO: About the Uruguay Round, particularly the Dunkel proposals, it has become a horse which is almost dead. But everyone is flogging it still. We are going to discuss it again. We discussed it last time, we are going to discuss it again; there is no problem. I would like to say, pending discussion, that I have gone into every aspect of the Dunkel proposals, particularly on the agricultural side. On the agricultural side all kinds of things are being said, all kinds of cock and bull stories are coming. I would like to reiterate on this occasion that on the agricultural side we have nothing to lose. We are having much to gain, opportunities will come our way. The export of agricultural commodities from India will get a shot in the arm.

Therefore, I do not find anywhere the farmer, the Indian farmer, suffering. We will discuss that. *(Interruptions)* We will discuss that, please have some patience. *(Interruptions)*

*[Translation]*

SHRI SHARAD YADAV (Madhepura): Mr. Prime Minister, I would like to ask only one thing from you. While

you are going to have a debate on Dunkel Proposals in a day or two, Japan has put off holding a debate on it by a year. Why have Japanese Government and their people done so?

SHRI P.V. NARASIMHA RAO: This is what I am saying. We do not imitate Japan or any other country to do a certain work. We do it keeping in view our circumstances. This is what I was saying. Why do you refer to their stand?

SHRI SHARAD YADAV: Are we in a better position and are we stronger than Japan?

SHRI P.V. NARASIMHA RAO: It is not that. We will take decisions in view of our circumstances. You tell us whether it is right or wrong. We will have a discussion on that. But do not refer to what Japan or China has done. Every country has its own problems with their own solutions. On one hand, you accuse us of doing things at the instance of other countries and on the other hand, you compare us with Japan and ask why do we not follow them. What is this? *(Interruptions)*

*[English]*

MR. SPEAKER: No. Please sit down.

*(Interruptions)*

MR. SPEAKER: I get a feeling that by interrupting, you are not paying enough attention to what the Prime Minister is saying.

*(Interruptions)*

SHRI P.V. NARASIMHA RAO: They know, Sir, that what I am saying is true. They cannot say that it is true, what is their difficulty; what can we do? *(Interruptions)*

SHRI RUPCHAND PAL (Hooghly): Sir, I want to ask this question. *(Interruptions)*

MR. SPEAKER: No. This is un-called for. You will please refrain from doing that.

*(Interruptions)*

SHRI P.V. NARASIMHA RAO: There are three schemes.

*(Interruptions)*

MR. SPEAKER: On economic issues, you are going to hear the Prime Minister; and you have the opportunity of discussing the same when you discuss the Budget in general. Now, please sit down.

*(Interruptions)*

MR. SPEAKER: Please discuss it when the Budget is discussed.

*[Translation]*

SHRI NITISH KUMAR: Whatever is being said by you will be telecast but this is against the interests of farmers and this is what we want to discuss but it will not be telecast... *(Interruptions)*

SHRI P.V. NARASIMHA RAO: So what, if it will not be telecast. This is not the question as to what was telecast first. It is going to be the subject matter of a very comprehensive debate. It is going to be a subject of discussion even at the

village level and at the level of masses in the street. We are quite prepared for that. You have made an issue of a non-issue.

SHRI NITISH KUMAR: You must let every Panchayat have a copy of Dunkel Proposals, only then we will have a proper debate.

*[English]*

SHRI P.V. NARASIMHA RAO: The only blunder they have committed is, Sir, they have created an issue where there is none. That is the only thing.

*[Translation]*

SHRI NITISH KUMAR: It will become clear in the elections.

SHRI P.V. NARASIMHA RAO: There is no point in sustaining it now. Nothing is achieved by indulging in such frivolous talks.

*[English]*

SHRI CHANDRA SHEKHAR (Ballia): Mr. Speaker, Sir, this is not expected of a Prime Minister. People have got objection against Dunkel Draft; it is not *maskarapan*. The Prime Minister does not know the implication. He should talk in a good way. That is my plea. *(Interruptions)* Yes. I can say that. *(Interruptions)*

SHRI P.V. NARASIMHA RAO: I admit that people are having objections; and the objections will be met. But the kind of comments that we are hearing are totally meaningless; comments which have nothing to do with common sense even, are made. This is what I am saying. If you have no objections, generally what

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is done is, you try to pooh-pooh the matter; you try to ridicule the matter. There is no difficulty about seed multiplication.

[Translation]

SHRI NITISH KUMAR: The farmers are not going to have a right to seed-multiplication.

SHRI P.V. NARASIMHA RAO: There is no problem.

SHRI NITISH KUMAR: Mr. Prime Minister, hon. Commerce Minister has said that its commercial scope will be in jeopardy and the farmer will be debarred of his right of seed multiplication.

SHRI P.V. NARASIMHA RAO: Our effort will be to bring this national legislation in this session itself.

[English]

If possible, I would like to bring it in this session, Sir, what is this? We have the sovereignty to make our own legislation.

[Translation]

SHRI LAL K. ADVANI (Gandhi Nagar): Mr. Prime Minister, you have correctly said it yourself that the Government would present its point of view on Dunkel Proposals when the same come up for discussion. However your objection that Dunkel critics are ridiculing it and are saying things which do not concern them is absolutely wrong as today the Prime Minister repeated the something while talking of 'Maskharapan' is the context of farmers or Dunkel... (Interruptions)... I would say that what the Commerce Min-

ister, has said... (Interruptions)... is definitely a serious matter. (Interruptions)

SHRI P.V. NARASIMHA RAO: You are trying to give a twist to what I have said. I am saying that nothing can be achieved by ridiculing... (Interruptions)...

SHRI LAL K. ADVANI: Do not ridicule (Interruptions)

[Translation]

SHRI P.V. NARASIMHA RAO: Ridiculing would not help. One has to ponder over it seriously.

[English]

SHRI SOMNATH CHATTERJEE: Please do not ridicule the opponent. (Interruptions) Please do not ridicule those who are trying to articulate what their views are.

SHRI P.V. NARASIMHA RAO: I am not ridiculing at all. I am only saying, by way of criticism, anything serious can be brought. We can discuss it. Ridiculing is no way of making an argument. This is what I am saying. Whether anybody does it, that is not the way of making an argument. That is not the way of solving a problem.

MR. SPEAKER: Mr. Nitish Kumar, I am taking your name. You understand the meaning of it.

(Interruptions)

SHRI P.V. NARASIMHA RAO: Again, the allocation for Jawahar Rozgar Yojana has been steadily increased year after year. (Interruptions)

[Translation]

SHRI TARACHAND KHANDELWAL (Chandni Chowk): Sir, please enlighten us on drug patent. The whole country harbour serious doubts about it.

[English]

MR. SPEAKER: We are having a wonderful session on President's Address. You have made very good points. Hon. Prime Minister is responding to some of the points. Again, you will have the opportunity of discussing the economic issues while discussing the budget.

We have also agreed to have a discussion on the Dunkel proposals. It is in the fitness of the things that the hon. Prime Minister's points should be projected to the House and to the people in a proper, uninterrupted manner. In an intelligent, ingenious and in a very eloquent manner also, at a proper time, that can be raised. Let us not please cloud the debate just by Interruption.

(Interruptions)

MR. SPEAKER: This applies to Mr. Mrutyunjaya Nayak also.

(Interruptions)

SHRI P.V. NARASIMHA RAO: Rashtrapatiiji has made a special reference to three schemes which were announced in 1993 and which started on the 2nd of October, 1993. I am very glad that even after the President's Address was given to us, there has been almost improvement by the day in all these three schemes. For instance, the President's Address says that under the employment scheme, 2,000 people have been given

loans so far. Between the day the Address was made and today, the latest position is that in all, 6,000 people have got it. The banks are proving to be a little difficult because they have their difficulties. We are looking into all those difficulties and solving them. And there will be some kind of exponential growth in this particular programmes once the bank problems are looked into.

About the programme exclusively meant for women, I am glad to say that about five lakhs of women in this country have already opened their accounts. From five lakh women, deposits worth Rs. 6-7 crores have been collected already. This is catching on. In Jammu & Kashmir—everybody says, no development is taking place in Jammu & Kashmir—the latest report is that within the last few days after it was introduced there, more than 1,000 women have entered this scheme.

So, by and by, the entire women folk are getting into the scheme and I am glad that at the end of one year, they will be earning 25 percent interest in what they have put in the deposit and that will be a good thing for the women of India because we are engaged in a programme of empowering women.

About Scheduled Castes, Scheduled Tribes and other weaker sections schemes, the banks and financial corporations, the President has given full details and these corporations have been able to help the people concerned to a large extent. So, I do not have to really add anything as the figures are there. For instance, the Backward Class Finance Corporation has assisted 80,768 people so far. The authorised share capital, as the hon. Members know, is Rs. 200 crore. So this programme is going ahead

[Shri P.V. Narasimha Rao]

steadily. Now, Sir, in the next five years, we would move towards abolishing child labour in industries like carpet as also other hazardous industries. I am only giving the important decisions and suggestions.

Now, about the educational plan, I have already submitted. At the same time, there is a proposal that we should levy educational cess. Now, this is nothing new, Mr. Speaker. We had District Boards functioning in the old British days and in those days, educational cess was being levied in municipalities and in District Boards in many States. I cannot say of the whole of India. But in the States which I know, this was being done. Somehow this was given up. The expectation was that everything should come from the exchequer. Now, the suggestion, is all educationists have agreed and Chief Ministers have agreed to levy this in their States and we will start it. In fact, we wanted, perhaps, the President himself to mention this but we were not ready. So, I think we are getting all the details now. If educational cess is properly levied, to that extent, the educational outlays will also get some augmentation and that is what I would like to inform the House.

Lastly, a few things about external affairs. Some comments have been made about the US and our relations with the US. I would like to say that our relations with the US in the economic, cultural and other fields have been close, good and progressing well. Certain statements emanating from Washington have created certain misgivings and that is why, the President, in his Address, has made a very pregnant and meaningful statement. "We look forward to working with the United States towards mutual understanding including on those issues on which such understanding needs en-

hancement". I think nothing more needs to be said on this because the President agrees that there are areas in which understanding is lacking. Regarding understanding, who has not understood whom is a question. That itself is a question. This will reflect the vibrant, democratic and secular ideals of our two countries.

I think this contains the essence of what we stand for. The Home Minister has already informed the House about our position and I think there is no need to add anything.

On the question of India and China boundary, about further progress on the Peace and Traquillity Agreement, I would like to report to the House that the discussion on that are going on and they are at an advanced stage. The idea is that in some areas where we are having an eyeball to eyeball confrontation, as a beginning, we want to see that that confrontation is removed to the extent necessary. Now, we are at that stage. May be, in a very short time, we will be able to make a breakthrough on that.

These are the important developments since the President's Address. The President has already included the rest in his Address and I do not have to repeat those things.

One point about our fishermen being fired upon has been raised by certain hon. Members, I share their concern. We have taken this up strongly with the Sri Lankan Government with a view to formulating effective measures to prevent such incidents of Sri Lanka firing on our fishermen. A team of our officers has gone to Sri Lanka to look into concrete steps in this regard. I would like to inform the House that this is the latest position.

[*Translation*]

SHRIMATI BHAVNA CHIKHLIA:  
What would you like to say about deep-fishing.

SHRI P.V.NARASIMHA RAO: I am replying to the points raised.

[*English*]

Sir, this is all I have to say. Thank you very much.

MR. SPEAKER: Order please. I will allow two or three questions. I will allow one after the other and all the questions will be replied. Mr. Paswan please.

[*Translation*]

SHRI RAM VILAS PASWAN (Rosera): Mr. Speaker, Sir, the hon. Prime Minister has not said even a single word or electoral reforms. Has the Government taken any decision in respect of issuing identity cards? In fact the entire process of elections is going to be stalled on that ground.

[*English*]

MR. SPEAKER : Please be very brief.

[*Translation*]

SHRI RAM VILAS PASWAN (Rosera): The land-reform is an important issue for the poor, but the hon. Prime Minister has not said anything in this regard. The third issue that I want to stress is regarding employment because the problem of unemployment is constantly increasing. We had launched certain projects for the people of SC and ST. But if

the files from the Ministry of Welfare are sent for, it will become clear that all of these projects have been scrapped.

[*English*]

MR. SPEAKER: You are making a regular speech. I will disallow you.

SHRI RAM VILAS PASWAN: I have completed Sir. You have asked me to sit down and I am sitting down.

MR. SPEAKER: Thank you very much. Mr. Somnathji please.

SHRI SOMNATH CHATTERJEE: There are certain issues which are disturbing us very much. As regards the 'sick' units, the hon. Prime Minister has not even uttered that expression! A serious situation is arising. Units are being closed. NTC workers will not get their pay from 1st of April. And there are more than 1,60,000 workers. Is there any attempt to revive those units? The Prime Minister and the Finance Minister have repeatedly assured a unit-by-unit review. Unfortunately, that has not been done at any acceptable level. Therefore, I expect the hon. Finance Minister to think of those people of our country, who are already on streets today, or are going to be on the streets. They are to be sent out without any consideration.

13.00 hrs.

Sir, my second point is about the follow-up of the JPC Report apart from the Bofors issue. I had earlier referred to the hon. Prime Minister's commitment on the floor of the House that he will look into it day-to-day and will also let us know as to what action had been taken. Sir, we do not know what has happened.

[Shri Somnath Chatterjee]

Sir, my third point is about the Dunkel Draft. There is a clear threat now even from the USA about taking recourse to Super 301 against us just like they had threatened Japan. We were definitely told on the floor of this House that there is no question of any country taking recourse to their own laws like that. It is because it is a question of multilateral solutions. The USA, at the topmost level, are sniping at our country and trying to create difficulties for our country. What is the Prime Minister's response to this issue?

SHRI JASWANT SINGH (Chittorgarh): Mr. Speaker, Sir, I want to mention very briefly three points. I will attempt not to repeat what has been said.

Firstly, there has come into existence an unseemly controversy relating to Identity Cards and Electoral Reforms. We would have benefited had the hon. Prime Minister shared with us his thinking in respect of both, multi-purpose Identity Cards and Electoral Reforms... *(Interruptions)*

MR. SPEAKER: We do need a full discussion... *(Interruptions)*

SHRI JASWANT SINGH: We do need a full discussion and if the hon. Prime Minister says that we will have a full discussion... *(Interruptions)*

SHRI P.V. NARASIMHA RAO: Sir, not only full discussion, I would submit that I would like to have full discussion and consultation with the Leaders of Opposition. I would like to do anything unilaterally. We will go into it. We have had a meeting with the Chief Ministers. The Home Minister had a meeting with the

Chief Ministers. They have given certain suggestions. We would like to ask Members of the House, Leaders of the House and we will not take any hasty decision. Sir, it will have to be a considered decision.

SHRI JASWANT SINGH: Mr. Speaker, Sir I beg your pardon. There are two other issues which I wish to remind the hon. Prime Minister. He had assured this House that in respect of further action relating to the Bofors matter, he will pursue it himself on a day-to-day basis. When the House was agitating about Bofors papers, hon. the Minister of Parliamentary Affairs informed us and gave us an interim situation as to what had happened about Bofors. We were also then assured on that occasion that during the reply to the debate on the President's Address, the Prime Minister will take the House into confidence... *(Interruptions)*

SHRI P.V. NARASIMHA RAO: I am able to.

SHRI JASWANT SINGH: ...and he will inform the House as to what is the status of the entire matter and where does it rest in Geneva.

Thirdly, I heard something on the question of a very major inquiry that you, Mr. Prime Minister, yourself had commended, that is, the inquiry relating to the Banking and Securities transactions. We had a debate. But where does the Government stand on; the follow-up action on the JPC Report?

*[Translation]*

SHRI GEORGE FERNANDES (Muzaffarpur): Mr. Speaker, Sir, I did not interrupt him.

I just wanted to get information on a point.

[English]

MR. SPEAKER: This will spread over.

(Interruptions)

MR. SPEAKER: But, then everybody will like to ask.

[Translation]

SHRI GEORGE FERNANDES: I would like to remind him of a promise he had made here. He had given an assurance in this House in the month of August or September, 1991 that a special discussion will be held on poverty in the country. This assurance was repeated in 1992. Now we are in the year 1994 and the real figures relating to poverty are being concealed and the wrong ones are being shown. I would like to know whether the Government is going to fulfil that assurance at least during this year, if not during this year session itself. (Interruptions)

SHRI SYED SHAHABUDDIN (Kishanganj): The Government had given word twice to set up a Minorities Finance and Development Corporation. What progress has been made in this regard? Will it be set up this year?

[English]

MR. SPEAKER: These are not the questions. There are thousands and thousands of problems, questions and policy ramifications. On each and every point there cannot be a response from the Prime Minister. Let us please understand this.

(Interruptions)

SHRI LOKANATH CHOUDHURY (Jagatsinghpur): I would like to ask one question. About the power sector, the Prime Minister has mentioned. (Interruptions)

MR. SPEAKER: We will discuss it when the debate on the Budget is taken up...

(Interruptions)

SHRI LOKANATH CHOUDHURY: Sir, you just try to hear my question...

(Interruptions)

SHRI LOKANATH CHOUDHURY: You hear my question. The Orissa State Electricity Board had a problem... (Interruptions)

MR. SPEAKER: What is this? Please sit down now. This is becoming too much. I am not allowing you, please.

(Interruptions)

MR. SPEAKER: I do not expect the Prime Minister to reply to this question.

SHRI SOBHANADREESWARA RAO VADDE (Vijayawada): The hon. Prime Minister has said that we can take a lot of advantage from the agricultural sector. Due to the continuing step-motherly treatment being given to the agriculture sector, how can we get exportable surplus to get the advantage?

Several demands of the small scale industry are not met. Your own announcement that the Inspector *raj* will be done away with has not taken any shape. Kindly clarify it.



SHRI P.V. NARASIMHA RAO: About the electoral reforms, Identity Cards and several other allied matters, as I said, I would certainly like to consult leaders of parties; and whatever we all decide should be done, will be done. The Government has no particular bias or anything on any of these matters.

[*Translation*]

SHRI SHARAD YADAV: When does the Government propose to hold a meeting in this regard?

SHRI P.V. NARASIMHA RAO: Of course, we will certainly hold a meeting very shortly.

SHRI RAM VILAS PASWAN: He is worried over the findings of the election commission.

MR. SPEAKER: Is it the way?

[*English*]

SHRI P.V. NARASIMHA RAO: That it no problem. About land reforms, I have been reporting to the house. We have been reporting to the National Development Council also from time to time the progress of the land distribution that has been done. Now, the latest figures, I am sorry, I am not aware, but the progress in the first two years was quite; it was commended by the NDC that a lot of progress has been made.

If hon. Members want the latest position, I can get it and tell them.

Mr. Ram Vilas Paswan says that something was done by them on SC & ST and we have shelved it. I don't think we have shelved anything that has been

coming; we are actually adding new programmes to what was going on. So, I don't think that that is so. But if he tells me that certain programmes were started and they were left half-way, I can certainly look into them.

SHRI RAM VILAS PASWAN: You please look into it only.

[*Translation*]

SHRI P.V. NARASIMHA RAO: Yes, we will look into it.

[*English*]

About sick industry, is it possible for me in this intervention to say anything about the sick industry?

SHRI SOMNATH CHATTERJEE: What about the policy?

SHRI P.V. NARASIMHA RAO: The policy exactly is the same as has been coming. BIFR is there. We have to take industry by industry, unit by unit what can we bring round what can we not bring round. If you say that until then....

[*Translation*]

SHRI SOMNATH CHATTERJEE: It is not so, the hon. Prime Minister.

[*English*]

Kindly look into it? Who will look into it on behalf of the Government is my trouble. We cannot go to anybody. Nobody is looking into this. I went to the Finance Minister. He said, "At my level, I will do it."

SHRI P.V. NARASIMHA RAO: Ev-  
erybody is looking into it.

SHRI SOMNATH CHATTERJEE: I  
will feel happy if he does it, but he is too  
busy with Dunkel and all that. Where is  
the time? Who is doing it? Which Minister  
is doing it? Which officer is doing it?  
Kindly tell us about it. Kindly also clarify  
about BIFR. (*Interruptions*)

SHRI P.V. NARASIMHA RAO: The  
Industry Ministry incharge of it and I am  
the Industry Minister. (*Interruptions*)

SHRI SOMNATH CHATTERJEE:  
Since you have not divested from it, then  
you have to meet us every time.

MR. SPEAKER: You got the an-  
swer.

SHRI SOMNATH CHATTERJEE:  
When will you have a discussion on this.

SHRI P.V. NARASIMHA RAO:  
Have I not ever met you? I mean this is  
very unfair (*Interruptions*)

SHRI SOMNATH CHATTERJEE:  
You give your response. Don't say, I refer  
to so and so. About the JPC Report, I  
think the Finance Minister would be able  
to tell the latest position. Would you like to  
say or would you like to make a statement?

MR. SPEAKER: May be at the time  
of debate.

SHRI P.V. NARASIMHA RAO:  
About Bofors the interim report which Shri  
Shukla gave, it still remains interim be-  
cause I do not think anything has been  
recieved. I can report to the House from  
time to time, there is no difficulty about  
that. We had to receive some papers;

those papers, I understand, are yet to be  
received. That is all.

About Dunkel, of course, as I said...

SHRI SOMNATH CHATTERJEE:  
About 301!

SHRI P.V. NARASIMHA RAO: We  
are talking of a multilateral forum which  
we have all preferred, we have worked for  
the last more than seven, eight years. We  
have come to a particular stage. Now we  
have fought very hard to improve the re-  
port, improve the provisions and terms of  
the report to our advantage. That is a pro-  
cess that is going on. Now if any country  
has any other ideas I do not think I have  
to answer for those ideas.

SHRI SOMNATH CHATTERJEE:  
What will be your response if they do it  
later?

SHRI P.V. NARASIMHA RAO:  
Please do not ask hypothetical question.

MR. SPEAKER: A number of  
amendments have been moved by the  
Members to the Motion of Thanks.

Shall I put all the amendments to  
the vote of the House together or does  
any hon. Member want any particular  
amendment to be moved?

SHRI SOMNATH CHATTERJEE:  
No, Sir, we would like a few amendments  
to be put separately as per the list pre-  
pared by us.

May I make a clarification that these  
relate to US intervention in Jammu &  
Kashmir, GATT/Dunkel, Unemployment,  
Price Rise, SC, ST and Women, Black  
Money, Privatisation and States' Rights?

MR. SPEAKER: You can give me the list. I will put all of them together.

I shall now put amendment Nos. 45, 57, 61, 160, 563, 810, 888, 259, 959, 978, 994, 49, 116, 196, 83, 52, 105, 110, 132, 136, 579, 948, 991, 1070, 82, 101, 135, 149, 194, 295, 577, 591, 823, 885, 1001, 1059, 47, 48, 50, 51, 84, 112, 128, 244, 147, 148, 440, 260, 305, 312, 575, 590, 802, 882, 992, 996, 1068, 94, 96, 227, 228, 300, 581, 582, 962, 63, 108, 115, 202, 152, 963, 995, 58, 59, 95, 107, 92, 113, 129, 243, 572, 982, 990, 99, 137, 158, 159, 245, 317, 571, 964 and 979 to the vote of the House.

Amendment Nos:—

45, 47, 48, 49, 50, 51, 52, 57, 58, 59, 61, 63, 82, 83, 84, 92, 94, 95, 96, 99, 101, 105, 107, 108, 110, 112, 113, 115, 116, 128, 129, 132, 135, 136, 137, 147, 148, 149, 152, 158, 159, 160, 163, 165, 167, 168, 170, 194, 196, 202, 227, 228, 243, 244, 245, 259, 260, 295, 300, 305, 312, 317, 440, 450, 563, 571, 572, 575, 577, 579, 581, 582, 590, 591, 802, 810, 823, 882, 885, 888, 948, 959, 962, 963, 964, 978, 979, 982, 990, 991, 992, 994, 995, 996, 1001, 1059, 1068 and 1070 were put and negatived.

DR. LAXMINARAYAN PANDEYA:  
(Mandsaur): We also want certain amendments to be put separately.

MR. SPEAKER: I shall now put the Amendments Nos. 163, 165, 167, 168 and 170 given by the hon. Members belonging to the Bharatiya Janata Party to the vote of the House.

*Amendment Nos. 163, 165, 167, 168, and 170 were put and negatived.*

SHRI RAM VILAS PASWAN: I want to move Amendment No. 450.

MR. SPEAKER: I shall now put the amendment No. 450, moved by hon. Members of the Janata Dal to the vote of the House.

*Amendment No. 450 was put and negatived.*

MR. SPEAKER: I shall now put all the other amendments which have been moved together to the vote of the House.

Amendment Nos:— 1-25, 40-44, 53-56, 60, 62, 64-81, 83, 85-91, 93, 97-98, 100, 102-106, 111, 114, 130, 131, 133, 134, 138-146, 150, 151, 153-157, 161, 162, 164, 166, 169, 171-193, 195, 197-201, 203-208, 229-242, 246-258, 296-299, 301-304, 306-311, 313-316, 318-331, 365-384, 417-439, 441-449, 451-477, 500, 501, 514-524, 552-562, 564-570, 576, 578, 580, 583, 596-628, 657-668, 674-679, 680-693, 701-708, 755-777, 787-801, 803-809, 811-322, 824, 825, 842-859, 872-881, 883, 884, 886, 887, 889, 890, 923-947, 949-958, 960, 961, 965, 977, 980, 981, 983-989, 993, 997-1000, 1002-1058, 1060-1067, 1069 and 1112-1122 were put and negatived.

MR. SPEAKER: I shall now put the main Motion to the vote of the House. The question is:

"That an Address be presented to the President in the following terms:—"

"That the Members of Lok Sabha assembled in this Session are

deeply grateful to the President for the Address which he has been pleased to deliver to both Houses of Parliament assembled together on the 21st February, 1994."

*The motion was adopted.*

*(Interruptions)*

13.21 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

*(Interruptions)*

RE: ATROCITIES ON WOMEN

*[English]*

MR. DEPUTY SPEAKER: Now, we shall take up Papers Laid. We shall take up the Zero Hour afterwards.

SHRI RAM VILAS PASWAN (Rosera): The ruling of the hon. Speaker is that after the Prime Minister's speech there will be a Zero Hour.

*[Translation]*

Mr. Deputy Speaker, Sir, today you might have come to know from the newspapers that a 13 years old girl named Nirmala who was working as a bonded labour in a house in Sarita Vihar, Delhi for six months was beaten so mercilessly that she has been admitted to the Lok Nayak Jay Prakash Narayan (LNJP). Hospital Doctors have said that there is hardly any part of her body left which has not been subjected to burn or torture. The only fault of the girl was that she was working at the house of a big man on a monthly salary of Rs. 300. Her father was never allowed to meet her. Whenever she asked for pay-

ment of her wages, she was told that her money was kept deposited there. Once she was brutally beaten because a cup and saucer had been broken by her. *(Interruptions)*

*[English]*

KUMARI MAMATA BANERJEE (Calcutta South): Sir, today is the International Women's Day. The atrocities on women are increasing day by day in several parts of the country. So, I request the Government to view the matter seriously, so that these types of atrocities may be stopped immediately.

*[Translation]*

SHRIMATI BHAVNA CHIKHLIA (Junagarh): Mr. Deputy Speaker, Sir, such atrocities on women are being committed. The Government should make a statement on it.

SHRI RAM VILAS PASWAN: Even now when Delhi has its own Legislative Assembly, the subject of police continues to be under the charge of the Central Government. When the girl and her father went to lodge an FIR at the police station it was not lodged by the police. I think the Government of India has lost its moral right to continue in power even for a minute. *(Interruptions)*

KUMARI MAMATA BANERJEE: I support it but I would also like to submit that this issue should not be politicised. *(Interruptions)*

SHRI RAM VILAS PASWAN: This incident should be condemned strongly. Shri Vidyacharan Shukla is sitting here. This news has appeared in all the newspapers. The Government should, there-

[Shri Ram Vilas Paswan]

fore, hold an inquiry into it and make a statement in the House in this regard.

SHRI NITISH KUMAR (Barh): I had also given a notice with regard to this incident which Shri Paswan has referred. Today all the main dailies have given prominence to this news. Such type of incident is taking place in Delhi. That girl was not only beaten for seven days just for breaking a cup and a saucer, but she was also given electric shock and branded with hot iron rods. The Legislative Assembly of Delhi was unanimous on this issue...*(Interruptions)* No action has been taken so far on this incident. Since law and order is not the charge of the Government of Delhi it is not the responsibility of the Central Minister of Home Affairs. Shri Vidyacharan Shukla is sitting here. Today is international women's day and the hon. Prime Minister has announced that the practice of child labour will be abolished in five years. In view of the condition of both the lady and the 13-year old girl, stern action should be taken in this case of injustice and atrocity. The Government should also categorically announce that action will be taken against those police officials who did not register the FIR on this case.

[English]

SHRI RAM VILAS PASWAN: Why is the Government keeping mum on this issue?

MR. DEPUTY-SPEAKER: There are others also who want to speak on this issue. Once an issue is raised, others also should be allowed to speak on that subject. In the absence of it, it amounts to discrimination.

*(Interruptions)*

SHRI LOKANATH CHOUDHURY (Jagatsinghpur): Mr. Deputy-Speaker, Sir, today is the International Women's Day. We all give respect to the women in our country. But the atrocities on women are increasing every day. As you know, a 13 year old girl child was beaten up yesterday and also women are being paraded naked in our country. And in every 53 minutes one rape takes place in our country. That is the finding of today. So, I think it would be appropriate if the Government reacts to this in such a way that we respect our women. I want the Parliamentary Affairs Minister to respond to it and also on the atrocities including Puri Sankaracharya's denying the women the right to recite mantras. All these incidents should be condemned by the Government and the Government should take strong steps to stop all these things in future. The Government should also pay homage and give respect to the womanhood in our country and our women Members who are present here should also be felicitated by our hon. Parliamentary Affairs Minister. *(Interruptions)*

KUMARI MAMATA BANARJEE: Mr. Deputy-Speaker, Sir, today is the International Women's Day. We are all really shocked about what had happened in Delhi. I think the Government should view this matter seriously and also whatever had happened in Bengal, Bihar and other parts of the country. The atrocities on women is increasing day by day.

Sir, as you know, in the case of Ms. Alpona Banerjee the West Bengal Mahila Commission have submitted a report to the Chief Minister. I have seen the report and they have said in their report that the police is totally responsible for this incident. I have got a copy of the report with me. Yesterday, I had gone to the Gaysh-pur area in Nadia district and I had seen

two girls, one is 13 years and another is 15 years.

One is Madhyamik student and the other is higher secondary student. They are not able to go to school because of the culprits. They have been raped by the culprits. They are not from my political party or from the common people. They are from the Leftist Party. They invited me. I have seen what atrocities are going on. The same thing is going on in U.P., Bihar, Bengal and in other parts of the country. In Delhi, you know what has happened.

I urge the Minister that the Government should take up the matter with all the State Governments so that this type of atrocities should be stopped immediately. Today is the International Women Day. I request you to please allow on exclusive discussion for this subject. It is the development of women which should take place in the country and not atrocities.

I request the Minister of Parliamentary Affairs who is here to intervene in the matter and see that this subject should be discussed in the House and measures are taken to stop atrocities on women and respect the women in this country  
(*Interruptions*)

SHRI RAM KAPSE (Thane): The Railway Minister is present here.  
(*Interruptions*)

SHRI NITISH KUMAR: The entire Delhi Assembly was agitated yesterday. It has come prominently in all the newspapers. Where is the response from the Government?

MR. DEPUTY-SPEAKER: They are hearing it. Please sit down. On the same

subject of atrocity, which has taken place in Delhi, she is also going to raise so that there is continuity.

[*Translation*]

SHRI RAM NAIK (Bombay North): I would like to submit that you have given opportunity to speak to the Members of all parties whereas no BJP Members has been allowed to speak on the subject. I request that one of our Members may be allowed to speak. Only then the Hon. Minister should give reply.

[*English*]

MR. DEPUTY SPEAKER: It is a valid objection that Shri Ram Naik has raised. At the same time, Telugu Desam has also raised the same objection. Shri-mati Malini has also raised the same objection.

So, we should do justice to everybody.

[*Translation*]

SHRIMATI BHAVANA CHIKHLIA: Mr. Deputy Speaker, Sir, as you know, today is the International Women's day. The way the atrocities are being committed on women in Delhi, nothing is being done in this regard. This is yet another example of it. I fully agree with Ms. Mamtaji and Shri Ram Vilasji who raised this issue. Shri Vidyacharan Shukla is sitting there. He should make a statement on the subject.

There is one thing more. The Government has not been able to trace out Rajkumari Jadeja who is the daughter of former Minister of Gujarat. Shri Vidyacharan is sitting here. He should also

[Shrimati Bhavana Chikhliā]

speak in this regard. A wrong message is being conveyed as Delhi Police or for that matter any other police of States is not carrying out its task. Owing to it we are very much distressed, something should be told to us about the whereabouts of Rajkumari Jadeja where is she and in what condition she is surviving?

[English]

SHRI S.B. SIDNAL (Belgaum): The atrocities on women are increasing every day and every year, especially in Delhi and in Bombay. Recently in Uttar Pradesh and West Bengal, women were made naked and paraded before public. If this is the state of affairs in this country, what would happen to womanhood and its respect in the country?

It is not only the duty of the Government to protect. It is also the duty of the society and there should be punishment. A proper arrangement must be made (*Interruptions*)

I suggest to the Government to have a full discussion at least on the occasion of this celebration of International Womens' Day today.

Secondly, recruitment of women police should be increased because many times when women go to Police Station for lodging FIR, it is not being entertained. Therefore, Women Police Force should be more in number so that women will have confidence that they have got protection.

SHRIMATI MALINI BHATTACHARYA (Jadavpur): The case of the 13 year old Nirmala which has been reported in various newspapers today is just a tip of the ice-berg. When we are talking on

the President's Address, I had regretted the fact that there is not a single line in the Address regarding eradication of child labour. So long as this structural adjustment goes on, it is very likely that women and children in the unorganised sector will continue to be exploited in this manner. The case of Nirmala is just one case among millions. (*Interruptions*)

It is a case of bonded labour and this is not a particular case where a Scheduled Caste girl has been treated in this manner but whatever the caste of the girl, I think it is more the economic helplessness which allows people to fall into such a trap.

So, I would suggest to the Government that immediately without any politicisation of such particular issues, there should be an over-all discussion of this matter; not only as a question of atrocities on women but also on the issue of child labour.

The issue of child labour and means of eradicating is as important as the issue of atrocities on women. I demand that the Government should immediately arrange for a full-scale discussion on atrocities against both women and children. (*Interruptions*)

SHRIMATI GEETA MUKHERJEE (Panskura): There is no politicisation on this question.

[Translation]

SHRIMATI SAROJ DUBEY (Allahabad): Mr. Deputy Speaker, Sir, inhuman act perpetrated against Nirmala on International Women's Day has been reported today by all the daily news-papers. It is a blot on the face of law and order system of the country.

Sir, the inhuman act committed against Nirmala shows the extent of exploitation of child labour in our country. The Government should take stern action against the persons who committed this inhuman act against a 13 year old girl. Just now Shrimati Malini made a demand that the Government should check such type of atrocities on and exploitation of women and ban indecent display of women by media. A serious discussion should be held in this House and a strict action should be taken so that atrocities could be checked.

SHRIMATI SUMITRA MAHAJAN (Indore): Mr. Deputy Speaker, Sir, today the way the atrocity has been committed on a minor girl is really a shameful act. It is not a minor issue. It is an issue of atrocity being committed on child labour. We talk of education and organise big seminars on education. We have also been organising international seminars in which we have discussed to have separate system for girls' education. In such a situation we should pay attention towards small children who cannot go to schools and who do not have any source of livelihood. Not only this, the way the case of Nirmala has come to light, I would say that such type of physical assaults on girls are common feature.

Exploitation of child labour due to non-availability of proper facilities has been continuing in the country. We have to give attention to this problem. Issue of atrocity on women is raised in the House time and again. But the Government has not paid as much attention as it should have. No discussion is being made on this particular problem. I do agree with all the hon. Members that the discussion on the

subject should be made at length and the Government should respond to it, because such type of incidents are taking place everywhere be it Uttar Pradesh or West Bengal.

[English]

SHRI KODIKKUNIL SURESH (Adoor): Mr. Deputy-Speaker, Sir, in Gujarat a large number of women workers were harassed and cheated by the private factory entrepreneurs. In my constituency in Kerala, Achen Koil is a backward and tribal area. A large number of unemployed scheduled caste and scheduled tribes women have gone to Gujarat. They have joined various types of private factories like the prawn factory. The private factory owners denied the workers their salaries, medical facilities and other facilities. Recently, one women worker who belongs to my constituency, who was working in one prawn factory at Porbandar in Gujarat died because of not getting proper medical aid. I would like to say that the factory owners do not allow the workers to receive the letters posted by their close relatives. Therefore, I would urge upon the Government of India to immediately, contact the Gujarat Government and assure the women workers the protection and help them to return to their homes.

SHRI LAETA UMBREY (Arunachal East): Sir, I support whatever the hon. Members of this House have expressed regarding atrocities on women. Specially, I am wanting the support from the Lady Members. But unfortunately before the hon. Minister responded, they have all gone. However, I would like to draw the attention of the House to another incident of atrocities on women which has the same magnitude. There is one girl name Ms. Vijayatha Bala, a freelance journalist



[Shri Laeta Umbrey]

working in All-India Radio and Doordarshan. One of the DCPs of the Armed Battalion of Delhi Police has been threatening this girl and her parents that she should marry him; otherwise he will abduct her and kill her.

MR. DEPUTY-SPEAKER: Please do not go into the details. Please tell what has happened. Please put it in a nutshell. There is no time to go into all these details.

SHRI LAETA UMBREY: I am citing an example how the atrocities are being perpetually committed. This girl and her parents have been threatened. Day before yesterday also, the same DCP rang up to her house and threatened to throw acid on her face unless she agrees to marry him. This is not the only isolated case. There are so many cases pending against this DCP. But nothing has been done. So many articles have come up in the daily newspapers of Delhi. But no action has been taken. Further, the wife of the DCP has stated that her husband is mad. When the wife has stated this, I think we should not keep that DCP in service any more. So, he should be immediately dismissed from service and put under the Psychiatric Doctors for treatment. This is what I wanted to say.

MR. DEPUTY-SPEAKER: If there are any allegations against a particular individual. Please pass on them to the hon. Home Minister so that he can take action.

THE MINISTER OF WATER RESOURCES AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI VIDYACHARAN SHUKLA): There cannot be any stronger use of words to condemn the heinous offence that has taken place in

Delhi yesterday about the girl-child Nirmala. I assure the House that we shall see that the Delhi Administration takes the strongest possible action inlaw against the defaulting people who are responsible for this kind of an atrocity.

I would like to suggest to the hon. House that we should really hold a discussion on this matter because we have been proposing to hold a discussion on this for many years. There should be an exclusive discussion in this session, may be during this week and then we can put our heads together and see how we can check and control various such incidents happening in the country. We can also see how the strongest possible punishment can be given to those people who are responsible for this. After having said this, I would request the hon. Members of the opposition and the leaders of the opposition parties and say that we are probably sitting today in the Business Advisory Committee meeting and we will find some time to have a full scale discussion on this matter so that all of us have a chance to express our views and find out a common method because there is no difference of opinion in any section of the House about this. We all strongly condemn this. We should take all possible steps to check this immediately. *(Interruptions)*

*[Translation]*

SHRI GEORGE FERNANDES (Muzaffarpur): Mr. Deputy Speaker, Sir, I would like to say a few words before the Hon. Minister speaks. I have given you a notice in connection with the problem of women. I therefore, want to draw the attention of Shrimati Basava Rajeswari, particularly on this issue. Today all Anganwadi women workers have come to Delhi and are staging a demonstration in

front of Parliament. They have come here with many of their problems. We have discussed one of their problems just now in an agitated mood. I am happy that the hon. Minister has promised to hold a special discussion in this regard. Two types of injustice are being meted out of 6 lakhs women working in Anganwadis. One of them is that they have to work for 4 to 8 hours for a meagre amount of Rs.200 to Rs.400 only. Secondly, if these workers make any demand or try to make any complaint then the officials try to suppress them through all the possible ways. If these workers do not carry out the orders of these officials then they face a danger of removal from the job. Nearly 6 lakhs women are being meted out such treatment. The Government should itself take initiative in this regard. This is not graceful either for the Government or for the country. Would the hon. Minister like to say something about the problems of these women on the occasion of the women's day? (*Interruptions*)

[*English*]

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF WOMEN AND CHILD DEVELOPMENT) (SHRIMATI BASAVA RAJESWARI): Sir, I am very glad that during this International Year for Women, many Members have brought to the notice of this august House, matters relating to the atrocities and rape and also sale of children etc. Our hon. Minister for Parliamentary Affairs was kind enough to say that sufficient time should be given for discussion on this subject.

I am very sorry to say that none of the questions relating to women and chil-

dren have been answered in this House. And this time, at least, if you can discuss these issues, I will be glad to reply to them.

You are all aware that we had constituted the National Commission for Women, especially to look into the atrocities being committed against women. There are two things that I wish to mention. With regard to individual cases, which you have referred to, all those cases can be brought to the notice of the Police Department. In general, if such incidents take place, you can bring it to the notice of the National Commission for Women and they will take up these cases with the police officers and the State Government concerned and see what best they can do and also to see that due relief is given to such ladies.

Another thing is, very recently, the State Governments also have constituted State Commissions for Women and some of the States have already legislated such laws. And we are requesting other States also to come forward to legislate such laws to establish this Commission for Women. By doing that, I think, the atrocities against women and children and rapes will be reduced.

Regarding the other question which the hon. Member, Shri George Fernandes raised, I am glad to say that this is the biggest work which the WCD Department is doing. Being Women's Day today. I have made an announcement in the papers that 3.2 millions mothers are being treated in our *anganwadis* and 6.3 million children are getting primary and formal education, nutrition and immunisation and along with that, they are also getting good drinking water.

[Shrimati Basava Rajeshwari]

Almost all *anganwadi* teachers are being recruited from the local areas and they are being treated as honorary workers; and even non-matriculantes are being appointed. Very recently, as Shri George has put it, we have increased their salaries from Rs. 350 to Rs.450. The amount being paid varies between the non-matriculantes and theatriculantes. Those who have put in 10 years of service are getting a salary of Rs.450 per month. As an incentive, very recently, I thought of giving promotions to the *anganwadi* teachers who have completed 10 years of service and who have worked very well. They will be promoted as Supervisors and from there they will be promoted to CD posts. This is the incentive which I have given for these honorary teachers. As at present, I do not have any proposals for increasing their salaries or their honorarium.

Regarding leave and other concessions, which he has raised, this is a suggestion which he has made. I will look into this suggestion and do what best I can for these *anganwadi* teachers.

There is one more question which he has raised that there is an apprehension in the minds of the *anganwadi* teachers that we are going to hand over these projects to the private sector. I can assure you on the floor of the House that we are not handing over any old projects to the private sector. As far as new projects which have been sanctioned during the year 1992-93 are concerned, we may think of giving 10 percent of it to the private sector because we want to experiment with it. And it is a matter which does not lie with us. We are asking the State Governments if they are giving it to any good institutions which can take up these projects and run them effectively. Let us experiment with them and see how best

they are going to run it. It is exclusively for the State Governments concerned to look into this proposal. We are only giving salaries to the persons concerned with these projects. As far as other things are concerned, it is for the State Government concerned to look after them.

Last year, I had sanctioned 300 projects; this year, I sanctioned 200 more projects and I am going to sanction another 100 projects. By the end of the year 2,000 I want to universalise this programme. It is going to be a very good programme as far as the pregnant women and children are concerned.

Regarding other matters, when it comes up for discussion, I will be replying to them in detail.

MR. DEPUTY SPEAKER: The whole House is satisfied.

SHRI RAM KAPSE (Thane): Mr. Deputy Speaker Sir, through you I want to draw the attention of the Railway Minister....(Interruptions).... At Badlapur in my constituency there is a gruesome rail accident. (Interruptions)

MR. DEPUTY SPEAKER: Can I call three or four persons and request them to speak simultaneously? If that is the system, certainly I have no objection.

SHRI RAM KAPSE: In a gruesome rail accident at Badlapur in my constituency seven persons were killed. They were on the road outside the track near level crossing. The speeding goods train derailed. Train accidents killing people have become very common on Bombay Suburban Railways for the last two years. This Badlapur spot has become very dangerous. The train was heavily loaded

and carried by two engines. The bogies contained 45 ton steel rolls each in every bogies and it is far more than what is permissible in a bogie. Still, the train was at a very high speed. All the tracks are closed since yesterday because of this accident. Traffic between Bombay-Pune and southward traffic is also fully stopped. I demand that the Minister for Railways should make a statement today. I demand compensation to the relatives of victims who died for no fault of theirs.

SHRI ANNA JOSHI (Pune): I want an explanation regarding this.

SHRI MRUTYUNJAYA NAYAK (Phulbani): Sir, I have also given notice.

MR. DEPUTY SPEAKER: You have got the capacity to raise your voice to a very great extent. That is why you will be called in the end.

[*Translation*]

SHRI ANNA JOSHI: This accident took place at Bombay-Pune road, in which at least 6-7 persons were killed. This is the sixth accident at the same spot. An enquiry should be conducted into this matter because there is a maintenance staff posted there. With this I also want to mention about one more accident. (*Interruptions*) I have given you a notice.

[*English*]

MR. DEPUTY SPEAKER: Is there any hon. Member in the House who has not given notice? Everybody has given notice. There is a binding on us to save the time.

SHRI ANNA JOSHI: At least give me one minute.

MR. DEPUTY SPEAKER: Giving a notice is not getting a legitimate right to speak however a Member likes in the House.

SHRI ANNA JOSHI: I agree a hundred percent, Sir.

A group of Army Jawans from the Ordnance Depot at Talegaon, over 40 kms. from Pune, ran amok on Sunday at Ghorawadi railway station. They have beaten up several railway employees and ransacked the booking office. Many of the railway employees are seriously injured. Communication equipment at the Ghorawadi station was also damaged. The amplifier of station's public address system was broken in the melee. The incident took place because they were asked for the tickets. Therefore because Army Jawans have attacked the Railway staff. I would request the Railway Minister to enquire and give protection to the employees. (*Interruptions*)

MR. DEPUTY SPEAKER: Mr. Sudarshan, you are fully aware that Zero Hour cannot go beyond half an hour. But if you do not cooperate, it leads to indiscipline in the House. Where is the cooperation?

SHRI SUDARSHAN RAYCHAUDHURI (Serampore): This is the cooperation that, I will finish in two minutes.

I would like to draw the attention of the Government to the most miserable plight of the nine Central Government run public setor undertakings in West Bengal.

[Shri Sudarsan Raychaudhuri]

14.00 hrs.

Two or three of them belong to my constituency like Braithwaite and its Angus unit. Several other units are also there like Cycle Corporation of India, Tyre Corporation of India, Bharat Brakes and Bulbs which are the institutes coming under the public sector. For the last few years, they are running short of working capital. They have requested the Government of India to release adequate funds. They have also submitted revival packages. Some of them have submitted those packages to the Special Tripartite Committee appointed by the Government of India. For the last two years, that Committee...

*(Interruptions)*

MR. DEPUTY SPEAKER: You may kindly listen to me. Strictly speaking, does it coming under Zero Hour? Is it the latest information? *(Interruptions)*

SHRI SUDARSAN RAYCHAUDHURI: Sir this is a very important matter. *(Interruptions)*

MR. DEPUTY SPEAKER: Virtually, you bring such things before the House. It does not deserve at all. *(Interruptions)* Sorry to say that Zero Hour carries no meaning at all, if you do this.

*(Interruptions)*

SHRI SUDARSAN RAYCHAUDHURI: They have requested the hon. Prime Minister. He has assured the delegation from Braithwaite and its Angus unit. *(Interruptions)* But, nothing has been done. Under the circumstances, I request the Government of India to release immediate funds

*(Interruptions).*

MR. DUPUTY SPEAKER: Shri Raychaudhuri, you may please close it.

*(Interruptions)*

SHRI SUDARSAN RAYCHAUDHURI: Sir, this is my demand. Thank you.

*(Interruptions)*

MR. DEPUTY SPEAKER: Shri Nayak. You may please put it in a nutshell.

*(Interruptions)*

SHRI MRUTYUNJAYA NAYAK (Phulbani): The Central Board of Secondary Education had recently conducted the examination for X and XII class students. Since the questions were lengthy numbering 35, doing them within a duration of three hours was made so difficult. Moreover, the questions were out of syllabus. They were not from within the syllabus. Therefore, the students, parents, teachers and everybody is agitated. My point is that they are going to be deprived of...

*(Interruptions)*

MR. DEPUTY SPEAKER: Who has conducted the examinations?

SHRI MRUTYUNJAYA NAYAK: Central Board of Secondary Education, under the HRD Ministry.

MR. DEPUTY SPEAKER: Okay, you may continue.

KUMARI MAMATA BANERJEE (Calcutta South): Sir, the Deputy Minister is here; she should take note of it.

SHRI MRUTYUNJAYA NAYAK: Sir now, they are going to be deprived of competitive examinations for their higher degree or diploma courses. The Minister is present here; she should react to it. If she does not have any report or any information, she should again come forward with a reply. If she has any information, she should immediately respond to it. That is my submission. *(Interruptions)*

KUMARI MAMATA BANERJEE: Sir, the Minister should investigate the matter.

MR. DEPUTY SPEAKER: You cannot ask the Minister to immediately respond to it.

*(Interruptions)*

SHRI UMRAO SINGH (Jalandhar): Sir, a book Twarikh-e-Mujahdeen has been published in Pakistan in which derogatory remarks have been printed against Sikhism and Sikh Guru. I strongly condemn that and I urge upon the Government of India to take up this matter with the Pakistan Government to see that the sale of that book is stopped.

There is another point. Recently, Pakistan has stepped up a propaganda against the Indians in Middle East. A lot of propaganda is there and the result is that attacks have been started against the Sikhs in the Middle East like Kuwait and other places. There is a serious concern about this. I urge the Government of India to do something in this matter *(Interruptions)*

MR. DEPUTY SPEAKER: This is pertaining to the international situation. The second part of the submission is not fair.

*(Interruptions)*

SHRI JAGMEET SINGH BRAR (Faridkot): Mr. Deputy Speaker, Sir, through you, I would like to raise an important matter. During the last Session of Parliament, hon. Home Minister Shri S. B. Chavan and hon. Minister of State for Home Affairs Shri Rajesh Pilot have assured the House that in the coming Session of Parliament, Jain-Aggarwal Committee report which probed the Delhi Massacre of the Sikhs in 1984 would be placed on the floor of the House.

Sir, nine or ten years have passed since then, but there has not been any result. I would like to request the hon. Minister for Parliamentary Affairs, who is present here. This is a direct contempt of the House. Both the Ministers have assured that this Jain-Aggarwal Committee report will be placed on the floor of the House. I would like to ask him and I would like to request him as to whether that assurance of the Government will be fulfilled or not. It is a very important matter and more than 4000 widows are waiting for justice. It was an assurance given by the hon. Home Ministers *(Interruptions)*

MR. DEPUTY SPEAKER: If it is an assurance, there is a specific provision under the rules. You may proceed according to the rules.

Zero Hour is not the place where you have to raise the assurances given on the floor of this House.

*(Interruptions)*

MR. DEPUTY SPEAKER: There is a provision in the procedure. You make use of it.

*(Interruptions)*

MR. DEPUTY SPEAKER: You will have sufficient time.

[English]

[Translation]

PROF. PREM DHUMAL (Hamirpur): Mr. Deputy Speaker, Sir, just now two very important points have been raised in the House. First of them is that Pakistan is continuously intervening in the internal matters of our country and our Hon. Prime Minister has also drawn the attention of the House today itself towards it. Besides, an Hon. Member has raised the issue of banning a book, containing material against the Sikh soldiers.

Mr. Deputy Speaker, Sir, the report regarding the 1984 riots in Delhi has since been received. This point was also raised by the Hon. Member Jagjit Singh Brar. The Home Minister had promised to place the report before the House but it has not been done till now. Through you, I also urge upon the Government that the report should urgently be presented in the House so that the assurance given by the Hon. Minister can be fulfilled.

SHRI GUMAN MAL LODHA (Pali): Mr. Deputy Speaker, Sir, nearly 2 lakhs candidates are being deprived of from appearing in the I.A.S. and other allied Services Examinations. Some time back question papers of I.A.S. were leaked. An All India Enquiry Committee was set up for this purpose. It was proved that actually there had been leakage due to which all results were vitiated.

I, therefore, urge that the candidates who had appeared for these examinations, should be given one additional chance to appear in these examinations.

SHRI JAGMEET SINGH BRAR: The question is that the assurance procedure is never known. Nobody is given a chance to speak on the assurance business. (*Interruptions*). There is a committee. But we never get a chance to speak in that committee and submit our views. We think, the assurances of the Ministers are important.

MR. DEPUTY SPEAKER: The difficulty is that the Members occupying the treasury benches want to go.

(*Interruptions*)

MR. DEPUTY SPEAKER: Please excuse me.

(*Interruptions*)

MR. DEPUTY SPEAKER: The Chair shall have to run the House as per the procedure. It is not left to the whims and fancies of the Chair to run the House.

Now, normally you are expected to rise at 1 o'clock. Then, you are expected to reassemble at 2 o'clock. The treasury benches have also got their own business. They want to present the papers also. On one particular day, everybody cannot speak during Zero Hour. Your co-operation is absolutely essential.

[Translation]

SHRI RAJVEER SINGH (Aonla): Mr. Speaker, Sir, the Prime Minister should have been given time to speak later on. Why the time allotted for us is being used for this purpose?

[English]

MR. DEPUTY SPEAKER: I think, nobody has briefed you to raise your voice when the Prime Minister wanted to reply here.

(Interruptions)

MR. DEPUTY SPEAKER: Why did you not raise your voice?

(Interruptions)

MR. DEPUTY SPEAKER: This is not the time for you to raise your voice.

SHRI JAGMEET SINGH BRAR: I raised my voice when the Prime Minister was speaking.

MR. DEPUTY SPEAKER: I am not telling about you.

SHRI JAGMEET SINGH BRAR: In a democratic parliamentary system, we want to ask relevant questions. (Interruptions) We are never allowed to ask the relevant questions.

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK): Sir, normally every day, after the question hour, the unlisted business is completed within half-an-hour. Today, I think, we started the unlisted business at 1.15 and it has taken 55 minutes.

MR. DEPUTY SPEAKER: That is really a relevant objection.

SHRI MUKUL WASNIK: Secondly, the railway budget is being discussed. Last year also, we had to sit till very late in the night, rather till early morning next day. We will also have to start that discussion immediately. Only one Member has spoken on this. (Interruptions)

SHRI SOBHANADREESWARA RAO VADDE (Vijayawada): Mr. Deputy Speaker, Sir, through you, I draw the attention of the Government to the fact that thousands of teachers and lecturers working in the Government colleges and universities have assembled in Delhi to demand from the Government to constitute a pay revision committee to look into that aspect and meanwhile give an interim relief to them.

That is the main demand and I request the Government to look into this matter.

SHRI TARIT BARAN TOPDAR (Barrackpore): Sir, a serious thing is going to happen when the Government is considering the turnround strategy. Advertisements have come to sell out the mills of NDMC. We cannot understand how this can happen when the Government is considering the turnround strategy.

[Translation]

SHRI RABI RAY (Kendrapada): Mr. Deputy Speaker, Sir, I am grateful to you for allowing me to raise the most important issue of great national interest. Though the Hon. Prime Minister did also speak on the same subject, but his submission create more confusion than clarifying the point. I am specifically drawing the attention of my learned colleagues S/Shri Shukla and Mathur towards this issue. I am mentioning the name of Shri Mathur because he has been asked by the Hon. Prime Minister to write a book on



[Shri Rabi Ray]

the Dunkel Proposals for the benefit of the Members belonging to the Congress party. During the Debate on the Dunkel Proposals in the House, the Government had given an assurance that the Dunkel draft was going to be accepted by it because USA will then not bring India under the purview of Super 301.

I would like to submit that today's leading newspapers have published in their editorials that USA President, Mr. Bill Clinton, Trade Representative, Shri Hunter and his Deputy Secretary have stated that these restrictions are not to be imposed against Japan only. We know that under the Presidency of Shri Bush, Japan, Indian and Brazil were brought under Super 301 and now it is being revived again. It is not right on the part of US President to himself sign the papers for bringing Japan again under 301. In the paper signed, it is mentioned that any country can be brought under Super 301 and Special 301. In this regard, I would like to submit that this is worst arrogant unilateralism of Judge and Jury. Japan is one of the most developed 7 countries in the world. When U.S.A. President Bill Clinton, can impose Super clause 301 against Japan then it is not difficult for him to impose it against India.

I urge S/Shri Shukla and Mathur to call within 2-3 days the hon. Minister of Commerce to the House to assure the nation that Super 301 and Special 301 will not be revived against India. These laws are not meant for Japan alone as USA has time and again mentioned that any country could be brought under these clauses. People of India fear that India will definitely be brought under these laws. Therefore, I urge the Government to make a statement after seriously considering the matter that these laws will not be

imposed against India. If the Government of India conspires to get these implemented against India then.

[English]

The India people will rise like one man against the policies of the Government.

[Translation]

I would like to urge the Government to make a statement in this regard as early as possible.

SHRI RAJVEER SINGH: Mr. Deputy Speaker, Sir, at the time of the presentation of the Budget, there was no proposal to levy excise duty on small units. However, in his confidential letter, the hon. Minister of Finance has levied excise duty on small units. This is leading to closure of industries and unemployment will also increase. In my constituency, small units are manufacturing washing soaps and plastic footwear. Since the levying of excise duty, these units have closed down. Revision of prices of essential commodities before the Budget have put additional burden of Rs. 6000 crore. Now the small units are being ruined with levying of the excise duty. Small units are closing down in adjoining areas of Bareilly and in other areas of Uttar Pradesh.

Affluent can afford to purchase footwear costing Rs. 400-500 but the poor purchase only plastic footwear. However, the prices of plastic footwear have gone upto Rs. 10-15 from Rs. 4-5. The Government should look into this...(Interruptions).

453 Papers Laid  
[English]

PHALGUNA 17, 1915 (SAKA)

Papers Laid 454

14.17 hrs.

sions) of the Ministry of Environment and Forests for the year 1994-95.

PAPERS LAID ON THE TABLE

[Placed in Library. See No. LT. 5490/94]

**Notification under the Essential Commodities Act, 1955**

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): I beg to lay on the Table a Copy of the Sugar (Price Determination for 1993-94 Production) Amendment Order, 1994 (Hindi and English versions) published in Notification No. G.S.R. 26(E) in Gazette of India dated the 17th January, 1994 under sub-section (6) of section 3 of the Essential Commodities Act, 1955. [Placed in Library. See No. LT 5488/94]

- (2) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Forest Management, Bhopal, for the year 1992-93, alongwith Audited Accounts.
- (ii) A copy of Review (Hindi and English versions) by the Government on the working of the Indian Institute of Forest Management, Bhopal, for the year 1992-93.

**Annual Report of Employees' Provident Fund Organisation, New Delhi for 1992-93**

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): On behalf of Shri P.A.Sangma, I beg to lay on the Table a copy of the Annual Report (Hindi and English versions) of the Employees' Provident Fund Organisation, New Delhi, for the year 1992-93 [Placed in Library. See No.LT 5489/94]

- (3) Statement (Hindi and English versions) showing reasons for the delay in laying the papers mentioned at (2) above

[Placed in Library. See. No. LT 5491/94]

**Notification under the Multi-State Cooperative Societies Act, 1984, etc.**

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): On behalf of Shri Arvind Netam, I beg to lay on the Table:—

**Detailed Demands for Grants of the Ministry of Environment and Forests for 1994-95 etc.**

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C.LENKA): On behalf of Shri Kamal Nath, I beg to lay on the Table—

- (1) A copy of the Detailed Demands for Grants (Hindi and English ver-

- (1) A copy of the Multi-State Cooperative Societies (Privileges, Properties and Funds, Accounts Audit, Winding up and Execution of Decrees, Orders and Decisions) Amendment Rules, 1994 (Hindi

and English versions) published in Notification No. G.S.R. 25(E) in Gazette of India dated the 17th January, 1994 under sub-section (3) of section 109 of the Multi-State Cooperative Societies Act, 1984.

[Placed in Library. See. No. LT. 5492/94]

- (2) A copy of the Delhi Cooperative Societies (Third Amendment) Rules, 1993 (Hindi and English versions) published in Notification No. F. 1(93)/AR(L)/RCS/Coop/140 in Delhi Gazette dated the 8th November, 1993 under sub-section (3) of section 97 of the Delhi Cooperative Societies Act, 1992.

[Placed in Library. See No. LT. 5493/94]

**Review on the Working of and Annual Report of the Container Corporation of India Ltd., New Delhi for 1992-93 alongwith a Statement for Delay in Laying these Papers**

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C.LENKA): 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 Container Corporation of India Limited, New Delhi, for the year 1992-93.
  - (ii) Annual Report of the Container Corporation of

India Limited, New Delhi, for the year 1992-93, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See. No. LT.5494/94]

**Annual Report and Review on the working of Bureau of Indian Standards, New Delhi for 1992-93**

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): I beg to lay on the Table:—

- (i) A copy of the Annual Report (Hindi and English versions) of the Bureau of Indian Standards, New Delhi, for the year 1992-93, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of Bureau of Indian Standards, New Delhi, for the year 1992-93.

[Placed in Library. See No. LT. 5495/94]

**Annual Report and Review on the working of National Oilseeds and Vegetable Oils Development Board, Gurgaon for 1992-93 alongwith a Statement for delay in laying these papers**

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): On behalf of 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 Oilseeds and Vegetable Oils Development Board, Gurgaon, for the year 1992-93, alongwith Audited Accounts under sub-section (4) of section 16 and sub-section (4) of section 14 of the National Oilseeds and Vegetable Oils Development Board Act, 1983.
  - (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the National Oilseeds and Vegetable Oils Development Board, Gurgaon, for the year 1992-93.
2. Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT 5496/94]

**Annual Report and Review on the working of Technical Teachers' Training Institute, Chandigarh for 1992-93, etc.**

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): I beg to lay on the Table:—

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Technical Teachers' Training Institute, Chandigarh for the year 1992-93, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Technical Teachers' Training Institute, Chandigarh, for the year 1992-93.

[Placed in Library. See No. LT. 5497/94]

- (2) (i) A copy of the Annual Report (Hindi and English versions) of the Sardar Vallabhbhai Regional College of Engineering and Technology, Surat, for the year 1991-92
- (ii) A copy of the Annual Accounts (Hindi and English versions) of Sardar Vallabhbhai Regional College of Engineering and Technology, Surat, for the year 1991-92, together with Audit Report thereon.

- (iii) A copy of the Review (Hindi and English versions) by the Government on the working of the Sardar Vallabhbhai Regional College of Engineering and Technology, Surat, for the year 1991-92.

[Placed in Library. See No. LT.5498/94]

- (3) (i) A copy of the Annual Report (Hindi and English versions of Andhra Pradesh Mahila Samatha Society, Hyderabad, for the year 1992-93 along with Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Andhra Pradesh Mahila Samatha Society, Hyderabad, for the year 1992-93.

[Placed in Library. See No. LT. 5499/94]

- (4) (i) A copy of the Annual Report (Hindi and English versions) of the School of Planning and Architecture, New Delhi, for the year 1991-92, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the School of Planning and Architecture, New Delhi, for the year 1991-92.

- (5) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (4) above.

[Placed in Library. See No. LT. 5500/94]

- (6) A copy of the Annual Accounts (Hindi and English versions) of the Indira Gandhi National Open University for the year 1991-92, together with Audit report thereon, under section 29 of the Indira Gandhi National Open University Act, 1985.

- (7) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (6) above.

[Placed in Library. See No. LT. 5501/94]

- (8) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Jalandhar for the year 1989-90, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the Regional Engineering College, Jalandhar, for the year 1989-90.

- (9) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (8) above.

[Placed in Library. See No. LT. 5502/94]

(10) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Jalandhar, for the year 1990-91, alongwith Audited Accounts.

14.20 hrs.

*[English]*

MR. DEPUTY SPEAKER: We will take up matters under Rule 377 after the Lunch Break. The House now stands adjourned to re-assemble at 3.20 p.m.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Regional Engineering College, Jalandhar, for the year 1990-91.

14.20 hrs.

*The Lok Sabha then adjourned for Lunch till Twenty Minutes past Fifteen of the clock.*

(11) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (10) above.

15.25 hrs.

[Placed in Library. See No. LT.5503/94]

*The Lok Sabha re-assembled after Lunch at twenty-Five Minutes past Fifteen of the Clock.*

[SHRI NITISH KUMAR *in the Chair*]

14.19  $\frac{1}{2}$  hrs.

## MATTERS UNDER RULE 377

## PUBLIC ACCOUNTS COMMITTEE

(i) **Need to Declare Solapur-Vadodara and Aurangabad-Hyderabad Road in Maharashtra as National Highways**

## Sixty-Fourth Report

*[English]**[English]*

SHRI BHAGWAN SHANKAR RAWAT (Agra): I beg to present the Sixty-fourth Report (Hindi and English versions) of the Public Accounts Committee on Action Taken on 48th Report (10th Lok Sabha) on Postal Services in rural areas.

SHRI ANKUSHRAO RAOSAHEB TOPE (Jalna): Maharashtra State Government had forwarded a proposal for declaring 11 State Highways as National Highways. State Highways are included in Road Development Plan 1981-2001 of Maharashtra.

Though the above 11 roads which have been proposed to be declared as National Highways are of utmost importance, the matter has been pending

[Shri Ankushrao Raosaheb Tope]

since long. I urge upon the hon. Minister of Surface Transport that at least two roads which are most important ones i.e. (i) Solapur-Osmanabad-Beed-Aurangabad-Dhule-Vadodara: and (ii) Aurangabad-Nanded-Hyderabad may kindly be taken up on top priority and declared as National Highways. Besides the missing link of Wadigodrai to Malkapur may also be kindly included in the same and declared as National Highways.

- (ii) **Need to Construct a Road Over-bridge at Khireni Phatak and a Foot Overbridge at Mudwara Railway Crossing at Katni in Madhya Pradesh**

SHRI SHRAVAN KUMAR PATEL (Jabalpur): Sir, Katni is an important trading town and business centre of Madhya Pradesh earning enormous revenues, both for the State and the Central government. Yet it suffers from massive traffic jams, due to the railway crossings here. The railway lines criss-cross through the town and the level crossings are closed for the better part of the day, with long queues of loaded trucks, buses, cars and other traffic awaiting their turn to cross the railway lines for long hours.

Katni is a big railway junction. Orissa-Bilaspur-Katni and Allahabad-Jabalpur line runs through this junction. For resolving the over-crowding and the traffic hazardous in this growing and developing town, there has been a long-standing demand for a road over-bridge at Khireni-Phatak, which presents a serious and hazardous traffic bottleneck and a foot over-bridge at Mudwara over the railway yard.

I urge upon the hon. Minister of Railways who has been responsive in

resolving the problems of this backward tribal region, to take urgent and expeditious steps for construction of road over-bridge at Khireni Phatak and a foot over-bridge at Mudwara railway crossing.

- (iii) **Need to lay double rail line between Ghaziabad and Moradabad section**

[Translation]

SHRI CHETAN P. S. CHAUHAN (Amroha): Sir, since there is single railway line between Moradabad and Ghaziabad the trains running on this route have to wait for long on stations for crossing. That is why there are only a few trains running on this route. The business class and service class people and students of this area have to travel by buses and the buses are so crowded that many of them have to travel on the roofs thus always endangering their lives. The average speed of goods trains on Ghaziabad to Moradabad route is the minimum in the country. The reason for this is also that since there is single railway line, goods trains have to stop for long hours at the stations.

The doubling of railway line from Bareilly to Rampur will perhaps be completed in the current year. The railway line from Rampur to Kathgodam is also likely to be completed by the end of March, 1994. This will lead to an increase in the number of trains on this route, it will also add to the traffic load on Moradabad—Delhi section.

Therefore, I would urge upon the Minister of Railways to approve the proposal of doubling of the railway line from Ghaziabad to Moradabad and get the work completed in two or three phases.

**(iv) Need to declare Kampearganj Mehdawal-Tanda-Khalilabad-Akbarpur and Berhalganj-Takramjan roads in Uttar Pradesh as National Highways**

SHRI ASTBHUJA PRASAD SHUKLA (Khalilabad): Mr. Chariman, Sir, my Constituency Khalilabad is surrounded by Ghagra, Rapti and Kuano rivers. Due to the lack of roads, this area is totally backward from social, economic and educational point of view. Even after many years of independence people of this area are deprived of transport facilities and are leading a life of difficulties.

For the social, economic, educational and industrial developments of this area and for providing special facilities of tourism, there is an urgent need to declare and construct the following roads as national highways:

1. Kampearganj to Tanda via Mehdawal.
2. Kampearganj, Mehdawal, Khalilabad, Bidhar to Akbarpur.
3. Berhalganj to Ramjanki marg via Sikriganj.

At present Faizabad to Jaunpur and Lumbini to Azamgarh via Gorakhpur are national highways on which lie Tanda, Akbarpur and Chhavani. There is no national highway for a distance of about 100 Km. to connect the two national highways. For the last several years the Government have neither approved any project of national highway or any bridge nor provided funds for this purpose. The area is a leading commercial centre of Handloom and is also a main tourist spot yet it is extremely backward.

Therefore, I would urge upon the Central Government that keeping in view the difficulties of the people, the above mentioned roads should be declared national highways, a bridge on Ghaghrā river in Berhalganj and Tanda be constructed and funds be made available for the said purpose in the current Budget Session.

**(v) Need for early announcement of 'Dr. Ambedkar Puraskar'**

SHRI DEVENDRA PRASAD YADAV (Jhanjharpur): Mr. Chairman, Sir, the Government announced to give Dr. Ambedkar National Awards from the year 1992-93, however the awards have not been given during the year 1992, 1993 and 1994. Undue delay is being made in this regard. There is a tradition to announce this national award before Dr. Ambedkar's Birthday—i.e. 14th April, every year.

Therefore, I would urge upon the Central Government to immediately announce the distribution of the awards.

**(vi) Need to Allocate Adequate Funds for Restoration of Kakinada-Kotapalli Railway Line in Andhra Pradesh**

[English]

SHRI G. M. C. BALAYOGI (Amalapuram): Restoration of Kakinada-Kotapalli railway line which was abandoned during the II World War along with six other lines is necessary. All other lines except the Kakinada-Kotapalli line in Andhra Pradesh have been restored. The estimated cost of this 46 kms. long line is Rs. 42 crores.



[Shri G.M.C. Balayogi]

During 1993-94 Railway Budget, the Railways had earmarked an amount of Rs. 2.60 lakhs for up-to-date survey of this line. The Survey Committee recommended for taking up of the above project as it was found financially viable. The recommendation for taking up of the project was with the rate of return of 14.81 percent, which is very good remuneration to the Railways. The facility was available to be public upto the year 1940.

In view of the gas struck in the area of Narasapur and Razole, there are prospects of gas based industries coming up over there. The Kakinada port is also being developed as one of the major ports in the country. The gas based thermal stations are going to be installed in this area. In view of the recent developments in the area the installation of major fertilizer industries like NFCL and GFCL, the restoration of the above railway line has become even more important. This area is exporting agricultural produce worth Rs. 1500 crores to the other places by road only.

The people of the area have been demanding restoration of the above line for many years.

I, therefore, request the hon. Minister of Railway to allocate suitable funds for the project and include it in the ensuing Railway Budget.

**(vii) Need to take up Gauge Conversion Programme between Ajmer, Chittorgarh and Udaipur**

SHRI SHIV CHARAN MATHUR  
(Bhilwara): The Railway Ministry has

undertaken an ambitious programme for the conversion of metre gauge lines to broad gauge throughout the length and breadth of the country. A decision was taken to convert 8000 KM metre gauge length into broad gauge during the Eighth Five Year Plan. Some metre gauge sections have been identified in Rajasthan for being included in this programme. These programmes mainly cover the North Western Part of Rajasthan, which is mostly desert and drought prone area. While undertaking this programme, the south Eastern part of Rajasthan has been completely left out covering the very important metre gauge links from Ajmer to Ratlam and Ajmer to Chittorgarh. Places of historical importance like Ajmer, Bhilwara, Chittorgarh and Udaipur are full of a variety of minerals.

At the time of last year's Railway Budget, it was announced that survey of conversion programme between Ajmer and Chittorgarh and Udaipur will be taken up during the year 1993-94 and the gauge conversion will be completed in the financial year 1994-95 along with Neemuch-Ratlam section of Western Railway. However, the programme has not been taken up in the recently presented Railway Budget. This has generated a feeling of dismay among the people of the area. It is felt that in the programme of gauge conversion, the Railway Ministry has left many important areas resulting in an unprecedented regional imbalance in the area. I would therefore request the Minister of Railways to take up the gauge conversion programme between Ajmer, Chittorgarh and Udaipur.

15.37 hrs .

**RAILWAY BUDGET 1994-95—**

*General Discussion*

**DEMANDS FOR GRANTS ON  
ACCOUNT (RAILWAYS), 1994-95;  
AND**

**SUPPLEMENTARY DEMANDS FOR  
GRANTS (RAILWAYS) 1993-94—**

*Contd.*

*[English]*

MR. CHAIRMAN: We now take up the discussion on the Railway Budget. Shri Sharad Dighe to continue.

The time allotted is 15 hours. We have already consumed 48 minutes. Now we have 14 hours and 12 minutes.

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): He can speak for two hours.

MR. CHAIRMAN: It depends upon him and his party.

SHRI SHARAD DIGHE (Bombay North Central): The debate was initiated by a Member of the Opposition who took at least 40 minutes.

I rise to support the Railway Budget which is placed before this House. *(Interruptions)*

I had taken the first opportunity to express my unhappiness regarding the deal given to the Bombay commuters in this Railway budget. But as far as this Budget is concerned, I agree with the Railway Minister that really the Indian

Railways have to perform a very unique function. They have not only to provide the basic infrastructure to the nation, but have also to deal with several social objectives which are before the country and also to run them as a business organisation.

It is now clear that the budgetary support to the Railways has been dwindling particularly from 1986 onward; from 51 percent it has come down to only 18 percent. Therefore, the Railways have basically to rely upon market borrowings and their internal resources and the management economy which they can do as far as the Railways are concerned. Now it is clear that market borrowing also in the present days has become an expensive thing. Therefore, the only resources which the Railways have to rely upon are self-reliant efforts to step up the internal resource generation through increased efficiency, productivity, etc.

Now, the Railway Minister has to mobilise in this Budget sum of Rs.997 crore, which was the gap left out by this Budget.

When we go through the performance of the Railways, unfortunately the traffic performance is not picking up for the last two years. In 1992-93, the target of revenue earning freight traffic was scaled down at the revised estimate stage to 334 million tonnes from 350 million tonnes. Similarly, passenger traffic was also marginally less than that of 199-92. When we go further to 1993-94 estimates also, the target of revenue earning freight traffic was fixed at 370 million tonnes and in the revised estimate it had to be scaled down to 362 million tonnes. And on that background, the present Budget expects

[Shri Sharad Dighe]

the Railways to carry 380 million tonnes revenue earning freight traffic, that is only 18 million tonnes more than the estimated figures of last year.

Then, as far as the passenger traffic is concerned, the anticipated growth is only 2 percent in this Budget.

Now, considering the industrial scenario, I do not know whether we shall be able to reach this new target. Of course, there is optimism shown in the President's Address given to this House and also in the reply of our Prime Minister to the debate on the Motion of Thanks on the President's Address only some time back. If that picks up, there is no difficulty as far as Railways is concerned and it can have resources which are expected by the Railway Minister in the Budget. Now, therefore, the performance which has been shown in this Budget is also not unsatisfactory. The Railways have introduced nearly 13 pairs of express services. New trains which are proposed to be introduced are about 12 trains. And the run of 10 trains is proposed to be extended.

Sometimes, there is a criticism that the new trains like Rajdhani which are introduced are only for higher class people and for ordinary passengers, no further trains have been introduced. That was the criticism made by the hon. Member, Shri Ram Naik also in his speech the other day. When we consider carefully the trains which are proposed to be extended or the new trains which have been introduced, we will find that out of 12 trains which are introduced, only three trains are for rich class people and the other trains are for the common people. And, therefore, it is not correct to say that the introduction of new trains or extension of

these trains is not for the common people. The common people will also be benefited by the introduction of these trains.

As far as several other points of progress are concerned, I may point out that gauge conversion has been very speedily done. As far as the present budgetary year is concerned, the target for gauge conversion fixed for this year is 1600 kilo metres. Though it is not very high, it is in consonance with the past experience which has been gained in this field.

But, as far as doubling electrification and track renewal is concerned, the targets are practically static. The target of 250 kms. for doubling has been fixed for the current year and a similar target has been fixed. As far as track renewal is concerned, 2420 kms will be completed in the current year and the next year's target is only 2004 kms. So, in these three fields we are not taking a big jump but we are continuing the same progress which has been made during the last three years. As far as track renewal is concerned, my submission is that further funds will have to be allotted for this because track renewal will show the health of the trains. Many accidents are perhaps due to the bad tracks and in future further problems may arise as far as safety is concerned. Therefore, more attention may be given for the track renewal in future as the arrears are still or next year and we have to complete 3640 kms by the next year. As far as track renewals are concerned, considering all these figures, more attention will have to be paid.

Now, there are two more suggestions which are made in the Budget. First is regarding the new regions which the

Railway Minister proposes to introduce in view of the Konkan Railway as also the gauge conversion effects. The Railway Minister says in his speech that new zones and divisions will have to be carved out. It is a good suggestion and may be very useful. But, I would submit that in view of the crunch of funds, these new zones and divisions may be taken up at a later stage because it will involve large establishment charges, establishing new offices, constructing buildings and having more staff as far as the new zones are concerned. Therefore, the Minister of Railways may consider well before taking up this subject of carving out new zones at this stage.

I would like to congratulate the Railways for having brought Jammu and Kashmir, particularly Kashmir, on the map of Indian Railways and the provision of about Rs. 50 crores has been made for extending from Jammu to Udhampur and thereafter a survey has to be made as far as extending the railway to Kashmir is concerned. That will be a very good thing. I must congratulate the Minister of Railways for having taken up this attitude as far as Kashmir is concerned.

Now, as far as the new suggestion regarding Palace on Wheels which is meant for new class of railway enthusiasts and high spending category of foreign tourists is concerned, I do not know what further burden will be there on this account as far as the Railway Ministry is concerned. I was told that mostly it will be managed by private sector through the tourist agents and there may not be any burden as far as the Railway Ministry is concerned. If that, is so, that may be in-

duced as early as possible so that tourists traffic, particularly the foreign tourist traffic, will be attracted and this can be done immediately.

Now, we must concentrate more on passenger and freight traffic because that is also very important from the point of view of our Transport Policy.

The railway traffic, as it is said, is less energy consuming and also from the environmental point of view, it is environment-friendly. Therefore, from this point of view, the traffic which is getting diverted towards the road transport should be recaptured by the Railways. This will not only add to the resources of the Railways, but it will also save the nation from the environmental problem and the problem of energy. Now, the experience shows that the more you increase the fares and freight charges, the less traffic you get and with the result the revenue also declines. The Railway Ministry has taken care at least in this respect by resorting to only marginal increases. This policy should continue or if possible, further steps should be taken and the transport should be managed in such a manner that the traffic which is getting diverted now-a-days towards road transport comes back to the Railways. In this way, the Railways should try to introduce more and more schemes and reduce the cost more and more so that the traffic can be recaptured by the Railways.

Sir, I would also urge upon the Planning Commission and the Finance Minister to give more and more budgetary support to the railways and the policy of giving less and less budgetary support to the railways would not be good for the railways in the ultimate analysis. In many

[Shri Sharad Dighe]

of the developing countries and the developed countries, the railways are highly subsidised and in our country we are thinking of keeping the railways only on the internal resources as the market borrowings have also become expensive. Therefore, the Planning Commission and the Finance Minister should also think of revising their approach as far as the railways are concerned and more and more budgetary support may have to be given to the railways for its development.

Sir, coming back to the Bombay problems, I would again say that the Bombay commuters, particularly the suburban railway commuters are not getting the deal which they deserve from the point of view of the resources which they supply to the railways and also from the point of view of the commercial importance of this city on the map of India. The total number of passengers daily travelling by the railways is nearly one crore. Out of this, Bombay alone carries about 47.73 lakh commuters daily both by the Western Railways and the Central Railways. Then, from the point of view of resources also, if we see Bombay, Calcutta and Madras, the Western Railways Suburban Services have earned a profit of Rs. 24.91 crores in 1991-92 and Rs. 68.24 crores in 1992-93. So, the Western Suburban Railway in Bombay earns profit to this extent. Therefore, the statement of the Railway Minister that the suburban railway is highly subsidised does not appear to be correct when we see the figure of the Bombay suburban railway sector.

Whereas during the same period, Calcutta Suburban Services have incurred a loss of Rs. 182.87 crores and Rs. 211.23 crores respectively. Similarly, losses for Madras Suburban Services

were Rs. 46.92 crores during 1991-92 and Rs. 50.47 crores during 1992-93. I do not want to suggest that you do not give it to Madras or Calcutta. But looking at these figures, it shows clearly that heavy losses are there as far as Madras and Calcutta Services are concerned. Very very high profits are given by the Railway Suburban service in Bombay. Even then, I should say, step-motherly treatment is being meted out to the Bombay Suburban in the matter of allocations, as the figure shows. The allocations in 1993-94 for Bombay, Calcutta and Madras were Rs. 36 crores, Rs. 125 crores and Rs. 19 crores respectively. Bombay has got only Rs. 36 crores even though the profit as I read out, is very high. Calcutta gets Rs. 125 crores, even though it incurred a loss of Rs. 182 crores and Rs. 211 crores in the years 1991-92 and 1992-93. Madras has got Rs. 19 crores, whereas in that year, they had a loss of Rs. 46 crores in 1991-92 and Rs. 50 crores in 1992-93.

Considering all these things, Bombay Suburban commuters which require not only special attention but special deal, as far as this is concerned, have been given less. Therefore, the Bombay Urban Transport Project No. II was submitted, which, with the help of the World Bank was to cost Rs. 22,248.88 crores, out of which, the Suburban Railway Transport ingredient was only Rs. 1304.86. But the Railways have taken a stand that they will not spend a single pie as far as this suburban section of the Bombay Urban Metropolitan Project is concerned. The Ministry of Urban Development has been made a nodal Ministry and therefore perhaps the Railway Ministry is now taking a stand which is very much against the suburban railway and particularly against the Bombay commuters, that it will not

spend a single pie. Then, the funds have to be agreed to be distributed 50 : 50. The Maharashtra Government has agreed to allocate 50 percent of the cost of this suburban railway project and 50 percent by the central Government. But that is again to be reimbursed by way of levying the passenger cess on the Bombay commuters themselves. The whole burden will have to be taken by the Bombay commuters and the Railway Ministry is not going to spend anything as far as the Suburban railway project is concerned.

I find, in this Budget speech also, a very weak statement regarding allocation has been made. In the Explanatory Memorandum for the Railway Budget 1994-95, at page 7, for the extension of Railway line from Mankurd to Belapur with a bridge across Thane creek (18 kms), residual works are in progress. This line including Thane bridge and other major, minor projects have since been completed. Residual works are in progress.

As far as the additional pair of lines between Bandra and Andheri with a flyover at Ravli junction and ancillary facilities on the Harbour branch line (7.2kms.) is concerned, each work, bridges and traction substations at Andheri have been completed. Laying of track, construction of platform, remaining station buildings, OHE and S & T works are now in progress. Additional fair tracks between Bandra and Andheri are expected to be completed by the end of 1994. The Minister adds, it is subject to availability of funds.

**16.00 hrs.**

It is not certain that even that will be completed by the end of 1994-95.

I would urge upon the Railway Minister to give a specific assurance that in 1994-95 this work will be completed. As this work has not yet been completed, there is overcrowding in the trains. A 9-car EmU rake carries about 3,500 to 4,000 persons during peak hours against its dense crash capacity of 2,000 persons, according to officials estimates and the other estimates are still awaited.

Railway Ministry must come forward to solve this problem. I regret to say that there is no mention in the Railway Minister's speech regarding the hardships of the railway commuters in Bombay and nothing is mentioned about Secod Bombay Urban Transport Project. No provision is indicated at all and the hardships are not taken note by the Railway Ministry. If the policy of not spending a single pie as far as Bombay suburban is continued and if it is left only to Urban Development Minister, I think the agitation will grow in Bombay and the transport system, particularly of the suburban railway, will one day collapse because it needs more trains, it needs more lines and it needs also the level-crossing. If that is not provided at all and even this project is also not accepted, then I do not think you will be doing justice to the Bombay city.

I may point out that at least four MPs are elected on the Congress ticket by the Bombay people and you should take note that the ruling party is being supported by the Bombay citizens. On that basis at least, we must give full justice as far as Bombay commuters are concerned.

With these words, I once again support the Railway Budget which is before the House.

[*Transiation*]

DR. S. P. YADAV (Sambhal): Mr. Chairman, Sir, the hon'ble Minister of Railways has presented the Railway Budget for the year 1994-95. I have to oppose it.

The Hon. Member, Shri Dighe who spoke before we, was also opposing it in a way, but later on he completed the formality by saying that he support it. Actually, it seems as if this budget has been prepared for a few particular areas only whereas this budget should have been for the whole country and it should not have been unbalanced. The hon'ble Minister of Railways should keep it in mind. His Railway Budget is an unbalanced one.

The Hon. Minister of Railways had presented this budget on the 24th and in view of the discrimination made against Bihar, Uttar Pradesh, Orissa and Eastern States and the inadequate provisions made for these states. Janata Dal and other associate parties were aggrieved and had staged a walk-out from this house. He should realise that so many members, elected from various states for this House have been hurt. Since he have not made any provision in the budget, I consider this budget is completely unbalanced one that would lead to price-hike and is totally insipid and lack-lustre. It seems this budget only increases the rail fare. This hike in rail-fare is going to be catastrophic and the increase in frieght charges would lead to inflation. I would like to say that the hike in seasonal tickets on which daily passengers travel to various deparmtments where they are working, would make the burden unbearable for them.

Sir, I would like to say that you have not considered price hike and you have not mentioned about the corruption prevalent in railways and the insecure life of people in trains. You have said no such thing about such insecurity or made any provision or arrangement in this regard. I would like to say that our hon'ble member of Parliament who was elected from Moradabad on Janata Dal ticket but has, now, been brought over to the ruling side, has been totally ignored so far as provision for his constituency in the Railway Budget is concerned. Moradabad is the headquarters of Northern Railways. The biggest zonal training college of Northern Railways is situated in Chandausi where all the employees are imparted training. But the Moradabad Division has been completely overlooked in this Budget.

He talks of the railway deficit. But I would like to know as to how many political workers or other people have been issued free passes by the Minister of Railways and the Minister of State in the Ministry of Railways for first class, second class and first class A.C. categories. I believe that around seven hundred railway passes have been issued. Can this practice of issuing free passes not be stopped? I would like to know the criteria being adopted for issuing such passes. How many people have been issued passes and on what basis? Sambhal is the oldest, most important and historical city under Moradabad division. I have been elected from that place and it has been completely neglected. There is only one branch line for Sambhal. I urge upon you to link Sambhal with Gajraula. Then, there will be a straight railway line for Lucknow from Gajraula to Hassanpur, Hassanpur

to Sambhal, Sambhal to Billari, Billari to Chandausi, Chandausi to Aonla and Aonla to Chanaiti and this railway line, parallel to the railway line from Moradabad to Rampur, Rampur to Bareilly, will prove to be very beneficial.

Sir, I would like to make one more submission that the Moradabad Division is still to be electrified. An amount of only Rs. 5 crores has been earmarked in this budget to undertake electrification in Moradabad division whereas amounts to the tune of Rs. 25 crores, Rs. 40 crores, Rs. 50 crores and even upto Rs. 53 crores have been earmarked for several other areas. The amount provided for Moradabad Division is very meagre as compared to other areas. The railway section from Ambala to Moradabad, Moradabad to Lucknow, is an important one. I urge you to make more provisions for the electrification of this section. There is a railway line which is very important for this area. This line is between Bareilly and Aligarh. The area between these two stations has totally been industrialised. There is a very big fertilizers factory of IIFCO and Aonla. The Government has set up Beenus sugar Mill a little further from Aonla on Bahjoi Road with an investment of Rs. 28 crores and a little further from Bahjoi there is a TATA fertilizers factory situated on Babarala road. Naraura Atomic Power Station on Rajghat is in working order. Harduaganj Power Station is also in working order. There is a very big Milk factory situated in Manjoorghati. The Bareilly- Aligarh branch line has been totally industrialised. So, this line also needs to be electrified.

16.10 hrs.

(MR. TARA SINGH *in the Chair*)

My submission is that the

Government should act in such a way that the people may feel that they are getting justice. There is no train from Chandausi Junction to Lucknow either during the day or at night whereas Railway's Training College is situated at Chandausi. All the Lucknow-bound trains from Delhi, Punjab and Dehradun go via Moradabad and Rampur. I urge that one train, our of Shramjivi Express or Kashi Express, and one train out of Doon Express or Janata Express, may be diverted to go via Chandausi from Moradabad. This will greatly benefit the people of that area. The third train, Nauchandi Express which goes from Meerut to Allahabad can also be run via Chandausi. I request that at least one must be diverted to go via Chandausi because your officials and employees have to come for training of the Railways Training College situated in the area and it is frequented by public also. So, it would be justified to provide a train for the people of this area. I would like to congratulate the Railway minister for providing Sadbhavna Express. I have even written a letter requesting for a train via Chandausi. My submission is that several trains pass through Rampur and it won't create any disturbances, if one of them is diverted to go via Chandausi otherwise, we are beginning to feel as if the rich are becoming richer and the poor are becoming poorer. In other words, more trains are being provided to those areas which already have a sufficient number of trains and the areas which do not even have a single train are being overlooked. Therefore, keeping in view the social justice a train should be provided to Chandausi so that the people of that area may also feel that justice is being done to them.

Mr. Chairman, Sir, First Class Coach and Three-Tier Sleepers both have



[Shri S.P. Yadav]

been detached from the 375/Three C.M. and 376/Four C.M. trains w.e.f. March 22, 1992. This train runs from Chandausi to Delhi at night and without these coaches the people and the representatives of people there are facing a lot of inconveniences. I, therefore, request that these bogies should be re-attached to it.

I had made one more request to the Hon. Minister through a letter. The Link Express running between Dheradun and Lucknow is a very important train. It has one and a half First Class bogies, but not daily. My submission is that a Second Class A.C. Sleeper should be attached to this train for the convenience of passengers.

The Government had replied that there is a shortage of bogies. We are demanding an A.C. Bogy only and it must be made available. The Department of Railways has sought huge loans from the countries e.g. England, Japan, Saudi Arabia, Germany etc. and the World Bank agencies like the A.D.B., I.D.A., I.B.R.D. etc. during 1949 to 1984. But the Department could not utilise those loan and it has been paying commitment charges every year on these loans; While replying in the House the Government should give the information as to how much amount of commitment charges is being paid every year by the Department not withstanding that it is not being utilised by the Railways. On the one hand the Government is asking for loans while on the other hand, no facility is being provided to the passengers. It is a great irony. Today, Shri Ram Naik has raised the issue of train accidents. I also would like to submit that a watchman was posted at Darauli railway crossing near Chandausi.

Now this man has been removed from there and the railway crossing is unmanned. During elections in Uttar Pradesh, on November 9, 1993 at 7 O' Clock in the morning a jeep collided with a train in which Shri Mukul Singh, Om Prakash and driver Sagan Lala were killed and Mahipal Singh, Gulab Singh and Chander Sain sustained injuries. The public gheraoed the D.R.M. and the doctor in charge. Had I not reached the spot, the rural people would gone to any extent in their misbehaviour. After my persuasion they did not misbehave. But the Doctor in-charge of Railway Hospital misbehaved with them. Therefore, action should be taken against the doctor. The three injured persons were admitted in Railway Hospital at Moradabad. But the doctors did not take care of them. The D.R.M. of Moradabad had assured me that the doctors would take care of them, but they did not. When the plaster of their leg was removed, it was found that the bones of their legs were not properly fixed. They were operated again in a Private Hospital and had to spent large amount of money, but they were subjected to inhuman behaviour. Accidents are occurring and compensation is not being paid to the next of the kins of the deceased. Even the employment on compensatory grounds is also not being given in a large number of cases. The doctors of the Railways Hospital Moradabad and the D.R.M., Moradabad should also be interrogated in this connection. Efforts should be made to prevent the recurrence of accidents. The Government had assured to appoint watchmen in 500 railway-crossings. I, therefore, would like to submit that at Darauli railway crossing near Chandausi a watchman should be posted. Because it is an accident prone crossing, the services of the watchman should be there

round the clock. I wish to submit that at least two persons should be posted there so that a watchman could be posted there round the clock. I would like to suggest that the loss incurred by the Railways cannot be made good truly by increasing the fare and freight. But if the theft and irregularity in railways is checked the loss can be made up. I had raised a question as to how many incidents of theft had occurred at Moradabad. The Department of Railways had accepted that the incidences of theft had occurred and had also supplied the figures of these incidents; I would like to know whether any action was taken against the thieves or not? Unless the Government takes stern action against them the incidents of theft cannot be stopped. Some recruitments were made in Moradabad. But the persons who had experience or who had worked for 90 days or 120 days were not recruited but those who produced forged experience certificates were given employment. It was also being probed. I would like to know as to who are those persons who have got employment by producing forged certificates.

I would like to know from the Government one thing more. The Government has made up its mind for the privatisation of the Railways. From newspapers I came to know that the Government is going for the privatisation of Delhi, Patna, Moradabad, Bareilly, Lucknow etc. junctions. But care should be taken to see that the Mafia who bid the contract of liquor or other big contracts, are not awarded the contract of Railway stations, otherwise the common people, the gentleman or esteemed citizens would be harassed by those Mafia people at the stations. Such Mafia people would seek contract for the sake of spinning money only. We also know that only the Mafia

people can get those contracts because other people won't like to indulge in such affairs.

The Government had appointed the Nadujappa Committee. It had recommended that the efficiency of employees should be improved and stern action must be taken against the officers and staff involved in the scandals. The Government should try to implement that report so that some improvement may take place. I would like to mention that if corruption is not checked in Railways and wrong-doers are not punished and the loss is compensated merely by increasing fares & freight, it will be simply reflecting that the dishonest persons are given licence to continue their misdeeds and the honest persons are being punished. Nothing else will be achieved. The Government should probe into the irregularities and scandals in recruitments or misuse of funds and action should be taken against the guilty persons.

There is a case of an important rail-line in Bihar. The Government has already conducted the survey from Giridih district to Kodarma. I have come to the conclusion from this survey that the people of that area want that the new rail line should be linked with other main lines. If the Government lays with new rail line, some justice will be done with the people of Bihar. With these words I conclude.

SHRI MOHAMMAD ALI ASHRAF FATMI (Darbhanga): Mr. Chariman, Sir, while Dr. J.P. Yadav of Sambhal was delivering his speech, the name of Shri Satya Pal Singh Yadav from Shahjahanpur, U.P. of Janta Dal(A) was being shown on the screen of the C.C. TV. It may be noted that he has changed

[Shri Mohammed Ali Ashraf Fatmi]

the party and has now joined Congress. Mr. Chairman, Sir, how such wrong information is being displayed. *(Interruptions)*

DR. S.P. YADAV: Sir, what is this. Even my name has not been shown correctly on the T.V. Screen.

MR. CHAIRMAN: He has already pointed it out. If name was wrongly displayed on the T.V., it will be corrected.

DR. S.P. YADAV: Mr. Chairman, Sir, the irregularity to which I was referring just now, has been committed by showing my name wrongly by Lok Sabha on the T.V. Screen.

MR. CHAIRMAN: All right, I have asked to look into the matter and it will be corrected. *(Interruptions)*

[English]

SHRI BASUDEB ACHARIA (Bankura): Mr. Chairman, Sir, the railway budget this year has failed to raise any new hope for the common people and for the economy. The performance of the railways has touched all-time low. The physical targets of passenger and goods traffic have not been fulfilled. Yawning gap is being sought to be bridged by raising freights and fares without corresponding benefits to the common passengers. I oppose the hike in freights and fares. For the last four year, the railway freights and fares have been raised. The total amount increased by the Railway Minister for the next year is more than Rs. 5,000 crore.

In the budget for the year 1994-95, the Railway Minister is kind enough to spare the passengers up to 100 kms.

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): I have spared throughout.

SHRI BASUDEB ACHARIA: He is quite aware that there is a great fall in short-distance passenger traffic. Now, the people—particularly the short-distance passengers—prefer to travel by road transport than by rail because there is much difference between the fare of railways and that of the road transport. The fares of railways and that of the road transport. The fares for the suburban passengers have been hiked to a great extent.

The passengers from Asansol or Burdwan in the Eastern Railways will have to pay Rs. 40 more per month from April, 1994. By changing the taper and by way of reclassification of the goods, the Railway Minister is trying to collect Rs. 800 crores in a year. Some of the essential commodities like coal, cement and petroleum products have not been spared. There is already a hike in the administered prices of all these commodities.

Mr. Chairman, Sir, we know that there is a crisis in the railways and that crisis is because of the reduction in the budgetary support year after year. It was 75 percent and now it is 18 percent. Central Government is trying to convert the railways into a totally commercial organisation. It is very much clear from the Economic Survey of 1993-94 presented to the Parliament. Railways is an important infrastructure. Railways is there not only for the railways but it is for the entire nation. Unless you have a railway line, there cannot be industrialisation. So, there is a necessity for increasing the budgetary support. The

Railway Minister has stated in his speech that he has constituted two or three sub-committees out of the Members of the Consultative Committee. Number of recommendations were made by these sub-groups. One such recommendation is the need for restructuring of railway finance and it was the recommendation of one of the sub-groups that either the budgetary support should be increased or it should not pay dividend to the central exchequer. If budgetary support is not provided for its infrastructure, then the railways should also not pay dividend to the Central exchequer. But the recommendation has not been accepted by the Finance Ministry as stated by the Railway Minister. When there is a resource crunch, there should be prioritisation. But what do we find here? When there is reduction in other important areas like rolling stock, new lines, doubling, electrification, traffic facilities and passenger amenities, there is an increase in the allocation of gauge conversion. We will not have uni-gauge system in future although it is the dream of the Railway Minister to have a uni-gauge system in the Indian Railways. We have 22,000 kilometres of narrow-gauge railway line. We know that there are bottlenecks. But have these things been considered? Was any step taken to make that system efficient? Are there developed countries which are still continuing with this narrow-gauge system? Without such an exercise, the Ministry took an abrupt decision to have uni-gauge system and to spend huge amount for gauge conversion. We are not opposed to gauge conversion. Gauge conversion can be done where it is necessary but when we have to continue with multi-system like meter-gauge and narrow gauge, is there a necessity to increase the allocation for gauge conversion in a massive way when other areas are being neglected like electrification?

The Railway Convention Committee recommended that the Railways should lay emphasis on electrification with an annual target of at least 1,000 km. But the Railway Minister has not taken care of the RCC's recommendation. What is the target for the Eighth Five Year Plan? It was 3,800 km of track for electrification. What was achieved in the first year of the Eighth Five Year Plan? Just 479 km. What is the target for the next year, viz. 1994-95? It is 500 km. If a target of 500 km a year is fixed, how can we achieve the Eighth Five Year Plan's target of 3,800 km? This target cannot be achieved at all. Now, this target has been scaled down because of massive allocation made for gauge conversion. That means, new lines will have to wait and hilly, remote, tribal and inaccessible parts of our country will not be connected with railway lines to the mainland, to the other parts of the nation. That means, Agartala will never be connected to the mainland.

Then there are 26 pending projects. The Minister of Railways has stated very categorically that once a project is sanctioned, it must be completed within the time schedule. But this is not reflected in the Budget proposals. 26 projects had been sanctioned in the year 1972! Foundation stone for a very important project for the State of West Bengal, Howrah-Arma Railwayline, was laid by no less a person than late Shrimati Indira Gandhi. Last year, the allocation for this project was increased from Rs. one lakh in 1972 to Rs. one crore in 1993-94. But suddenly, in the month of June, the Ministry of Railways took a decision not to spend a single paisa for the project. That money has been diverted to some other project. I do not want to mention the name

[Shri Basudeb Acharia]

of the project for which the allocation has been diverted.

Similar is the case the with Eklakhi-Balurghat project. Here, even the headquarters are not connected with a railway line. Vast areas remain unconnected because there would be no railwayline. This project was sanctioned in 1986 and Planning Commission approved it in the next year. Last year, the allocation was increased to Rs. one crore. In the month of January last, the Railways took the decision to increase the allocation. And just afte six months, the Ministry suddenly reversed the decision and decided to divert the increased allocation to some other project. This increase in the allocation was effected last year after duly considering the fact that the project is very vital for the State of West Bengal.

Similar is the fate of other projects viz. electrification and so on. We are not against gauge conversion. The Standing Committee of Railways had unanimously taken a decision. But the Ministry of Railways did not care to read the last sentence. I would request the hon. Railway Minister to read the last paragraph viz. paragraph 70. I quote:

"The Committee are of the view that these recommendations should be borne in mind by the Ministry of Railways while finalising the proposal for the Railway Budget for 1994-95."

SHRI C.K. JAFFER SHARIEF: What was the recommendation?

SHRI BASUDEB ACHARIA: It will take time to read all the recommendations.

SHRI C.K. JAFFER SHARIEF: You did not read the recommendation.

SHRI BASUDEB ACHARIA: If the Chairman allows me, then, I will read the recommendations.

MR. CHARIMAN: You read the last two lines.

SHRI C.K. JAFFER SHARIEF: Without reading the recommendations, if you say "recommendations", what is the use?

SHRI BASUDEB ACHARIA: The Report had already been laid on the Table of the House. Now, I will quote:

"The Committee set up by the Planning Commission and the Railways themselves observed that gauge conversion should be done on a selective basis."

Now, you will understand what was the recommendations of the Standing Committee. I fail to understand the purpose behind setting up of all these Committees. After putting in so much exercise, if not a single recommendation has been implemented, then what is the use of having these Committees? The First Report was on Passenger Amenities. When this Committee recommended for enhacement of passenger amenities, Sir, you will be surprised to know that in three Railways viz. Easter, South-Eastern and Western Railways—I am not mentioning about other Railways—in more than 800 stations, there is no drinking water facility. There are about 600 stations where there are not latrines. The items which were selected in 1952 as passenger amenities, all those items are still continuing. When the Standing Committee recommended

for enhancement of allocation for passenger amenities, the Ministry of Railways reduced the allocation from Rs. 63 crore to Rs. 60 crore in the current year. Similar is the fate of new lines and pending projects. The Standing Committee had unanimously recommended that all the 26 projects should be completed.

The National Transport Policy was set up in 1978. That Committee submitted its Report in 1980. That was discussed on the floor of the House.

They formulated some guidelines for these projects; and all the 26 projects were within the guidelines. Some projects were developments oriented projects for backward areas. There was a unanimous recommendation of the Standing Committee that once an allocation is made for a particular project, that should not be diverted to some other project; once a project is sanctioned, that should be completed within the time schedule.

There is a Standing Committee on Calcutta Metro. It has made unanimous recommendations and submitted a Second Report. It has allocated Rs. 165 crores, but the amount which will be required for completing the project is Rs. 385 crores. So, we expected that at least a minimum of Rs. 200 crores would be sanctioned by the Ministry of Railways in order to complete the project by 1995. With this allocation, it is doubtful whether this project—this project was sanctioned in 1973; and the construction work was started in 1976; the original estimate was Rs. 141 crores; now it has been escalated to Rs. 1,441 crores—would be completed and commissioned by 1995; it is an inter-

state project—from Dum Dum to Baliganj. The target date has been fixed. Similar is the fate with Metro Railway—only 5 km.

Why I am mentioning all these things is, I was a Convener of the Study Group of the Standing Committee. I had an opportunity to visit three Metropolitan Cities. The Standing Committee of Railway also submitted a Report on Suburban railway. We consider the Suburban traffic as the most important traffic. Out of 1 crore, 66 lakh commuters come under the suburban traffic. Calcutta has only 6 percent growth rate; whereas Bombay has 12 percent, Madras has 16 percent and Delhi has 22 percent. Unless Calcutta Metro is completed—5 km.—we cannot make much progress. You have no intention to complete it. You have stated in the Explanatory Memorandum that small work has been undertaken or is continuing; it means there is no intention to complete it. There is some problem with Calcutta Port Trust; and for the last several years, it is continuing. Why is it not being sorted out with the Ministry of Surface Transport?

There was a unanimous recommendations. There is a need for a separate corridor. There is a separate dedicated corridor in Bombay suburban. Why should it not be there for Calcutta suburban? Why should there not be a double discharging platform both at Howrah and Sealdah? There is no provision in the Railway Budget.

The line capacity should be increased between Howrah-Banskura. There is no allocation for the third and fourth additional line from Banskura to Kharagpur. There is need for an additional line between Howrah—Bander. There is no provision for that.

SHRI C.K. JAFFER SHARIEF: Shri Sharad Dighe gave some figures.

SHRI BASUDEB ACHARIA: I can also give you figures. You know that South Eastern Railway is contributing 34 percent of the total revenue. If he claims for Bombay Sub-urban, we will also claim for Bengal, Orissa and Bihar. What is our share for gauge conversion—only Rs. 5 crores, that too for my district; Rs. 15 cores for Shri Saifuddin Choudhury's district; and nothing for our Chairman of the Committee.

SHRIMATI MALINI BHATTACHARYA (Jadavpur): All that money is diverted from other sources.

SHRI BASUDEB ACHARIA: There was a unanimous recommendation of the Railway Convention Committee not to import ABB locomotives. I have with me the action taken report of the Committee. If he wants as he asked me earlier, I can quote from the report. I think he has gone through the report.

Page 36, para 38 of the report says:

"After having examined various documents and information placed before the Committee and evidence & views before them, the Committee has no hesitation in reiterating their earlier observation that contract entered into by the Ministry of Railways with M/s. ABB of Switzerland for import of 36,000 HP 3 Phase locomotives is not only unwarranted but uneconomical too."

SHRI C.K. JAFFER SHARIEF: But finally left to the Government!

SHRI BASUDEB ACHARIA: He has not taken care to implement the

unanimous recommendation of a very important parliamentary committee like Railway Conventional Committee.

There is a marginal increase in rolling stock but reduction in acquisition of the rolling stock. There is a reduction in the acquisition of wagons.

Last Year, in the original budget, it was 22,000 wagons; then it was reduced to 20,000 in the revised estimates. This year it is only 18,000 wagons. The capacity of manufacturing units of West Bengal is 15,000 wagons.

There is one Bharat Wagon in Bihar in Muzzaffarpur and Mokama. Then there is private sector also. This year the Railway Ministry has placed orders to two wagon units of South India also. Previously the practice was that the Wagon India used to indicate the number of wagons that Railways would acquire and the Wagon India used to distribute among various units. Now this practice has been done away with. They are directly distributing the number of wagons to the units both in the private sector as well as in the public sector.

If it is 18,000, the units of West Bengal will get 60 percent of their capacity and if the wagon manufacturing units suffer then thousands of ancillary small scale industries will close their shutters down.

These units are depending on the wagon manufacturing units. They will meet the same fate as Bharat Brakes and Valves. The hon. Minister knows the problem of that unit of West Bengal very well. Suddenly the Railways said, "We are for upgradation of technology". But some sufficient time should have been given to the units and to the industry. When the

tender was floated, it was finalised and the order was to be placed, suddenly the Chittaranjan Locomotive Works was asked not to place the order with Bharat Brakes and Valves for what is called the Northay Exhauster because the Railways had decided to have a uniform system of air brakes. That is good. But they should have given some more time, at least one year, to the units to switch over to the new technology. If somebody is asked to switch over to a new technology from the next day how do you expect that unit or the industry to do so?

THE MINISTER OF RAILWAYS  
(SHRI C.K. JAFFER SHARIEF): We have been telling them for the last two years.

SHRI BASUDEB ACHARIA: No written advice was given; only oral advice was given.

If the Railways had written to them that from 1994 onwards the railways would not purchase this Northay Exhauster from Bharat Brakes and Valves, then the Railways should not be blamed for that. But suddenly why was the tender floated? Why was it finalised by the Chittaranjan Loco Works while the CLW itself has got a manufacturing unit of the Ministry of Railways?

SHRI C.K. JAFFER SHARIEF: We gave them oral advice.

SHRI BASUDEB ACHARIA: The CLW is a production unit of the Ministry of Railways under the administrative control of the Railways. They were not aware that the Railways were going to change over to the new technology.

MR. CHAIRMAN: Please wind up. You have taken half an hour.

SHRI BASUDEB ACHARIA: I am winding up. I will take another 10 to 15 minutes and conclude.

MR. CHARIMAN: No, no; you have already taken half an hour.

SHRI AMAL DATTA (Diamond Harbour): It is like the Indian Railways. If you give him 24 hours he will take 30 hours. It is like that.

SHRI BASUDEB ACHARIA: The Railway Minister has given a new idea. We have been asking for workers' participation; workers' participation in policy decisions, workers' participation from floor level to Board level. He has stated on page 19 of the speech:

"There is now a corporate enterprise group in apex, zonal and divisional levels. Now it would be renamed as groups for Participation of Railway Employees in Management."

I want to know who will be the members of this PREM, Participation of Railway Employees in Management, how the selection will be done and whether there will be a secret ballot.

There are two recognised federation NFIR and AIR. When there are two federations, why should not there be three? There is one confederation, All India Railway Employees Confederation. When there are two recognised federations why should not there be three? Or there should be one federation and recognition should be decided by a secret ballot.

We know how the Railway employees were harassed. In spite of a



[Shri Basudeb Acharia]

number of assurances on the floor of the House loco-running staff were not reinstated by the Railway Minister when the Supreme Court pronounced a judgement. The Supreme Court ordered their reinstatement.

17.00 hrs.

It took three months to implement the Judgement of the Supreme Court and today also they are being harassed. The spirit of judgement is being violated. They are being transferred to other divisions and their arrears are not being paid. And even those who have retired are yet to get their salary arrears. *(Interruptions)*

SHRI AMAL DATTA: Mr. Minister, you should not have done that.

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): It is patent denial of facts.

SHRI BASUDEB ACHARIA: I had given you a number of facts when I met you. So, there is a need a review of the recognition policy of the Unions and the Federations in the Railways. And if the Railway Minister wants a meaningful participation, then it should be decided through a secret ballot and not by selection. If there should be two federations, then there should be three federations also.

Sir, the Railway Minister has not taken care to mitigate the problems of the common passengers. The passengers' amenities are not taken care of. The allocation has been reduced year after year. There is a reduction in the acquisition of passenger coaches. There

are two production units, one at Madras and another at Kapurtala. Next year, Railways will acquire 1400 passenger coaches in addition to only 200 EMU coaches. M/s. JESSOPS, because of sudden and abrupt decision taken by the Ministry of Railways to have a uni-gauge system and not to manufacture metre gauge rolling coaches, has already suffered. They used to manufacture metre gauge coaches and that capacity is not being utilised now and in future also. In the year 1993-94, Railways have proposed to acquire 350 EMU coaches and the number of EMU coaches proposed to be acquired by the Railways in the next year has been reduced from 350 to 200. Already, Shri Ram Naikji, while initiating the debate... *(Interruptions)*

MR. CHAIRMAN: Shri Acharia, please stop your speech for two minutes. The Minister of State for Textiles, Shri G. Venkat Swamy wants to make a statement.

17.04 hrs.

#### STATEMENT BY MINISTER

#### Disconnection of Power Supply to NTC Mills in Bombay

THE MINISTER OF STATE OF THE MINISTRY OF TEXTILES (SHRI G. VENKAT SWAMY): Hon'ble Members had, during Zero Hour in this House on 7th March 1994, expressed concern on the disconnection of power supply to the mills of the National Textile Corporation in Bombay by the Tata Power Supply Company Limited due to non payment of dues.

M/s. Tata Power Supply Company Ltd. disconnected the power supply to M/s. Apollo, Bharat, Digvijay, Jupiter, Mumbai, New Hind, Elphinstone, Jam Manufacturing, Kohinoor, Poddar Processors and Sitaram Mills of NTC in Bombay on the forenoon of 6th March, 1994 due to non payment of their dues amounting to Rs. 4.34 crores for the period December 1993 to February 1994. We had, therefore, with the help of the Government of Maharashtra, requested the Tata Power Supply Company Ltd. to restore the power connection to these mills in order to keep them operational in the interest of its workers. I am glad to inform Hon'ble Members that the Tata Power Supply Company has resorted the power supply to these mills in the forenoon today to enable them to resume normal operations.

17.05 hrs.

RE: STATEMENT BY THE MINISTER OF  
STATE OF THE MINISTRY OF  
TEXTILES ON DISCONNECTION OF  
POWER SUPPLIES TO NTC MILLS IN  
BOMBAY

[Translation]

PROF. RASA SINGH RAWAT (Ajmer): Sir, two NTC mills in Beawar which fall in my Constituency, have been closed down. The workers of these mills have not been paid the salary even for the month of February. Efforts are also being made to close down other mills. You have stated only about the mills of Bombay. You should also give details about other mills. The resentment is spreading among the workers. Thousands of workers are facing starvation and the hon. Minister has not given any information in this regard.

[English]

SHRI RAM NAIK (Bombay North): Sir, since I had raised the issue yesterday and the hon. Minister has responded in a meaningful way, I thank the hon. Minister for taking the prompt initiative. I would only urge as to how this could happen. This created a lot of unrest among the textile workers. I have to bother the House also. This could have been avoided. In future, there should be a clear cut directive that such things like nonpayment of electricity bills or other dues should not happen and NTC should be careful in its financial dealings. (Interruptions)

SHRI SOMNATH CHATTERJEE (Bolpur): Sir, I want a clarification from the hon. Minister.

MR. CHAIRMAN: Under what rule do you want to have the clarification?

SHRI SOMNATH CHATTERJEE: In response to the discussions earlier, I believe, he has made the written statement.

MR. CHAIRMAN: As per the Direction of the hon. Speaker, under Rule 372, the hon. Minister has made the statement. There is no provision to ask any question.

(Interruptions)

SHRI SOMNATH CHATTERJEE: I am not questioning it. But the point is that it is a question of human miseries. One lakh and eighty thousand workers are not going to get their wages. We wanted to know as to what would be the Government's decision. But he has not said anything on this.

SHRI G. VENKAT SWAMY: You know everything.

SHRI SOMNATH CHATTERJEE: How do I know everything? I am not a Minister. We were told that the note is being taken of the points made by us and the hon. Minister will be informed and requested to make a statement. So, where is the statement?

MR. CHAIRMAN: He has made the statement already.

SHRI SOMNATH CHATTERJEE: What is good of our sitting here? Why should we sit here then? What is the good of Parliament of India? Can the Minister do whatever he likes? *(Interruptions)* The matter was serious and the hon. Speaker intervened and asked the Government to make a statement.

*(Interruptions)*

SHRI A. CHARLES (Trivandrum): Sir, under the Rules when a Minister makes a statement, there is no provision to ask clarifications.

MR. CHAIRMAN: I have already told this thing.

*(Interruptions)*

SHRI A. CHARLES: Sir, there is a procedure. *(Interruptions)*

MR. CHAIRMAN: Please take your seats.

*(Interruptions)*

SHRI SUDARSAN RAYCHAUDHURI (Serampore): Sir, so many assurances were given by the Government. But till now, nothing fruitful has

come out. It is a question of life and death of the workers.

*(Interruptions)*

MR. CHAIRMAN: Please sit down

*(Interruptions)*

17.11. hrs.

*(At this stage, Shri Anil Basu and Some other hon. Members came and stood on the floor near the Table)*

MR. CHAIRMAN: The House is adjourned till 5.40 p.m.

*The Lok Sabha then adjourned till Forty minutes past Seventeen of the Clock.*

17.42 hrs.

*The Lok Sabha re-assembled at Forty-Two minutes past Seventeen of the Clock.*

[MR. DEPUTY-SPEAKER *in the Chair*]

RE: STATEMENT BY MINISTER OF STATE OF THE MINISTRY OF TEXTILE ON DISCONNECTION OF POWER SUPPLY TO NTC MILLS IN BOMBAY — *Contd.*

*[English]*

SHRI SUDARSAN RAYCHAUDHURI (Serampore): We have demanded a response from the hon. Textiles Minister on the NTC mills in West Bengal and Eastern region.

[Translation]

SHRI RAJVEER SINGH (Aonla): Mr. Deputy Speaker, Sir, we have received an information just now that an aeroplane which was taking off at Palam Airport caught fire and another aeroplane which was standing on the ground also caught fire due to this mishap. I would like to know immediately from the Government the number of persons died and injured in the mishap.

SHRI KRISHAN DUTT SULTAN-PURI (Shimla): Have you received any information in this regard ?

SHRI RAJVEER SINGH: I am asking the same thing from the Government.

[English]

MR. DEPUTY SPEAKER: You have received the information either on telephone from somebody or from some other source.

The Government has heard it. Government will come with the information but off-hand immediately how can we know ?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK): I would like to say that we would take it up with the concerned minister the matter which has been raised by hon. Members just now and as soon as the information is available, it will be conveyed to the House.

MR. DEPUTY SPEAKER: Shri Basudeb Acharia was on his legs when the Railway Budget discussion was taken up.

SHRI SUDARSAN RAYCHAUDHURI: Before this adjournment, the hon. Textile Minister has issued a statement on NTC mills. The matter has been raised yesterday in this House during Zero Hour and particularly the fate of NTC mill workers in West Bengal in the Eastern region is that their payment is likely to be stopped from 1st April this year and the Government has not taken care of the situation. Already, the Eastern region mills officials have received intimation from the holding company that the money is not going to be released. Today at Calcutta, we have been informed that in West Bengal Legislative Assembly, there has been an uproar and all the MLAs there raised this particular issue. Please direct the Government to do the needful.

MR. DEPUTY SPEAKER: Let us follow the principle.

SHRI SUDARSAN RAYCHAUDHURI: The hon. Minister was willing to intervene but unfortunately the House was adjourned.

MR. DEPUTY SPEAKER: The hon. Minister was asked to make a statement pertaining to the supply of electricity. Electricity is being restored. That is the only subject matter before us.

[Translation]

PROF. RASA SINGH RAWAT (Ajmer): Mr. Deputy Speaker, Sir, two mills of N.T.C. have been closed down in Beawar... (Interruptions). Though the Government has assured us that no

[Prof. Rasa Singh Rawat]

retrenchment of workers would take place, yet they are being retrenched.

[English]

MR. DEPUTY SPEAKER: If you feel they are not acting, you can bring this subject for discussion on the floor of the House.

SHRI SUDARSAN RAYCHAUDHURI: The statement was really partial. It does not touch the entire problem, particularly the problem of workers who have been denied of their wages from 1st April. *(Interruptions)*

MR. DEPUTY SPEAKER: Mr. Patnaik, if you are not satisfied with the reply given by the hon. Minister, you can bring the subject matter on some other forum for detailed discussion. When the Budget was presented, Shri Basudeb Acharia was on his legs. Kindly allow him to speak. Today is not the last day. We have got time.

*(Interruptions)*

SHRI BASUDEB ACHARIA (Bankura): What is the fate of 20,000 workers?

SHRI MUKUL WASNIK: As was decided earlier yesterday in the House, the hon. Minister of State for Textiles had made a statement just about 45 minutes back. But certain Members expressed their dissatisfaction over the statement saying that it did not cover the whole issue in its totality. Normally, there is no discussion after the Minister makes a statement in this House. When this was being discussed, the House was adjourned and, in the meantime, the hon. Minister had come to the Rajya Sabha as

there was a business listed for him and, therefore, at this point of time, I am not in a position to say anything. But the feelings of the hon. Members, what they were expressing then also and what they are expressing now, I will definitely communicate to the hon. Minister and then, at his level, whatever appropriate needs to be done will be done. *(Interruptions)*

SHRI SUDARSAN RAYCHAUDHURI: In the other House, there is only half-an-hour discussion going on. We cannot wait.

SHRI MUKUL WASNIK: Sir, I would request all the hon. Members, through you, that as the Minister concerned is not in a position to come to the House right now and as he has to be there in the other House, the discussion on the Railway Budget should be continued so that we will not waste any time. *(Interruptions)*

SHRI ANIL BASU (Arambagh): He can come and make a statement. What is the harm in it? *(Interruptions)*

MR. DEPUTY SPEAKER: Whenever any hon. Minister makes a statement, normally clarification is not sought in this House. But sometimes clarification is allowed. For that, there is a limit. If you feel aggrieved, you can bring the subject matter for discussion either through the Calling Attention or any other form you like.

PROF. SUSANTA CHAKRABORTY (Howrah): It has been admitted by the Government that the Government has made the statement in its totality and it does not cover the entire aspect. After the business in the Rajya Sabha is over, the

Minister should come immediately to this House and make a fresh statement in respect of the fate of 1.80 lakh employees.

SHRI SUDARSAN RAYCHAUDHURI: Sir, it is a matter of life and death of employees. *(Interruptions)*

MR. DEPUTY SPEAKER: Let us follow the procedure. The procedure is that whenever any hon. Minister makes a statement, normally, clarification is not allowed.

SHRI SUDARSAN RAYCHAUDHURI: We did not ask for any clarification.

MR. DEPUTY SPEAKER: As I told you earlier, if you feel aggrieved, you can bring the subject matter for discussion on the floor of the House. All of a sudden, if you raise the issue, how will the Government answer it? It becomes very difficult. There is a system. There is a procedure. If you are not happy with the statement given by the hon. Minister, if the relief that you sought has not been provided by the Government, then you can bring the subject matter for discussion on the floor of the House in some form so that you can apply your mind and discuss it.

**17.54 hrs.**

*(At this stage Shri Syed Masudal Hossain and some other hon. Members came and stood near the Table)*

SHRI NIRMAL KANTI CHATTERJEE (Dumdum): It has been stated that the Minister concerned is busy in Rajya Sabha. So, let the House adjourn now.

Let the Minister come and deal with the matter. *(Interruptions)*

MR. DEPUTY-SPEAKER: Let Shri Baudeb Acharia continue his speech. Afterwards, you can take up this issue also. Now, I would request you to get back to your seats.

SHRI SUDARSAN RAYCHAUDHURI: Sir, please direct the Government to issue a statement immediately after the discussion is over.

SHRI MUKUL WASNIK: Every minute and every hour of the House cannot be made into Zero Hour. We have limited time at our disposal.

There are many important items which we have to discuss in this limited time. I would request the hon. Members to kindly appreciate that we have to dispose of important financial business. It will not be proper for the Members to go on demanding for adjournment. *(Interruptions)*

SHRI NIRMAL KANTI CHATTERJEE (Dumdum): You also kindly appreciate that from 1st of April, lakhs of workers will be deprived of their wages. If we cannot do anything for them, then what for are we here? *(Interruptions)*

**17.58 hrs.**

*(At this Stage, Shri Sudarsan Raychaudhuri and some other hon. Members went back to their seats)*

SHRI SUDARSAN RAYCHAUDHURI (Serampore): Please direct the Government so that the Textiles Minister comes to this House. *(Interruptions)*

[Translation]

SHRIMATI SAROJ DUBEY (Allahabad): The hon. Minister should give reply to it because it is an issue which relates to the livelihood of thousands of workers. The workers are being starved.

(Interruptions)

PROF. RASA SINGH RAWAT: The Government says something and act just the other way.

[English]

MR. DEPUTY-SPEAKER: Kindly resume your seats.

(Interruptions)

THE MINISTER OF WATER RESOURCES AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI VIDYACHARAN SHUKLA): Sir, the Minister incharge Shri Venkat Swamy would like to make a statement in the House. But at present he is engaged in Rajya Sabha on a Half an Hour Discussion. As soon as he finishes there, I will ask him to come here and make a submission.

18.00 hrs.

THE MINISTER OF WATER RESOURCES AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI VIDYA CHARAN SHUKLA): In the meantime, I would request the hon. Members to go on with the Railway Budget discussion. I will produce Shri Venkat Swamy here as quickly as possible. (Interruptions)

SHRI NITISH KUMAR (Barh): How can you produce him? You may have to change the word. It is not a court to produce someone and also he is not a culprit. (Interruptions)

SHRI NIRMAL KANTI CHATTERJEE (Dumdum): It is not a contemptuous word. So, let us continue the debate.

SHRI VIDYACHARAN SHUKLA: The hon. Members expressed the desire to know as to what is the Government's policy, what can be done, what cannot be done and everything else. The Minister will be in a position to explain all these things. I, on his behalf, at present, will not be able to say anything. I think the hon. Members know that this is a serious matter on which a responsible statement from the Minister In-charge is necessary. And, therefore, when he comes here, he will be able to talk to you and give the House the necessary information and the thinking of the Government in this direction. Therefore, I would request you to let the Members discuss the Railway Budget and as soon as the Minister is available, I will bring him over to this House. (Interruptions)

[Translation]

SHRI NITISH KUMAR (Barh): Mr. Deputy Speaker, Sir, this question relates to Point of Order. Just now, Shri Vidyacharan Shukla, the Minister of Parliamentary Affairs has said that he would produce the Minister, Shri Venkat Swamy. It is unparliamentary to use the word 'produce' for a person. Therefore, the word 'produce' should be replaced by some other word. Such type of contemptuous language should not be used for any Minister.

(Interruptions).

SHRI VIDYACHARAN SHUKLA: I cannot teach English to the hon. Member. To produce does not mean any sort of contempt of Parliament. It is not a wrong word in accordance with English language. If I say that I will produce Shri Nitish Kumar, I mean no disrespect to him by that remark.

SHRI NITISH KUMAR: We are not culprits like your Minister who will be produced here. We will present ourselves of our own... (*Interruptions*)...

[*English*]

SHRI VIDYACHARAN SHUKLA: Sir, we have made arrangements for dinner for all the hon. Members and also for breakfast, tomorrow morning, in case the discussion went through the night. I also request all the staff members of the Secretariat and also the Press people to join us.

MR. DEPUTY SPEAKER: The hon. Minister for Railways wants to make a statement regarding the accident that took place yesterday.

SHRI RAM KAPSE (Thane): I will request the Railway Minister to heed to one of my demands. In my constituency, the local bodies are willing to share 50 per cent of the amount for opening railway overbridges after closing the level crossings. So, the railways also should come out with their 50 per cent share. The Badli Municipal Corporation has written a letter to you on 21st of July. They are ready to spend their share. Unnecessarily people are dying there. Please do something. I will request the hon. Members also to do same thing in their constituencies.

MR. DEPUTY SPEAKER: Shri Kapse, the Minister wants to make a statement regarding the accident. Only on that matter you can ask something; you cannot give explanations.

SHRI RAM KAPSE: This is how the accidents can be avoided and I will request the Minister to consider the same.

18.03 hrs.

### STATEMENT BY MINISTER

#### **Derailment of Goods Train on Kalyan-Lonavala section of Central Railway on 7.3.94**

[*English*]

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): It is with deep anguish that I apprise the House of an unfortunate accident involving Down Khopoli BRN Goods Special at Badlapur station on Kalyan-Lonavala Broad Gauge double line electrified section of Bombay Division of Central Railway on 7.3.1994.

At about 16.46 hours on 7.3.1994, while BRN Goods Special loaded with iron coils, was passing through the down main line of Badlapur station about 14 kilometres from Kalyan, the last 12 wagons derailed near manned level crossing Gate No. 10, blocking traffic both on Up and Down lines. The gate was closed for the passage of the train. As a consequence of the derailment and capsizing of 5 wagons, 8 persons, some of whom were probably sitting or standing between Down main line and Down loop line, got killed by the impact of derailed wagons. 3 others sustained simple injuries. The dead included 5 women. It



[Shri C.K. Jaffer Sharief]

appears that some persons who got killed or injured were vending flowers between the level crossing gate and the rail tracks.

Immediately on receipt of the information about the accident, the medical relief van and doctors from Kalyan were rushed to the site of accident. General Manager, Central Railway, along with senior officers, also proceeded to the accident site for rescue and restoration work. Accident relief trains from Kalyan, Kurla and Daund were immediately pressed into service.

For immediate relief, the injured were shifted to a nearby hospital and were discharged after medical attention.

The arrangements for making ex-gratia payments to the next of kin of the dead have been made.

Member Traffic, Railway Board, Shri Ashok Bhatnagar has also reached the accident site to supervise the rescue and relief operations.

The accident will be inquired into by a multi-disciplinary committee of Senior Administrative Officers of Central Railway.

My Colleague, Shri K.C. Lenka, Minister of State for Railways, all Railway workers and I express our heartfelt condolences to the families of the persons who have lost their lives and sincere sympathies to the injured. I trust the House will join me in extending our heartfelt condolences to the bereaved families.

With regard to what Prof. Ram Kapse just now said, I think it is time that

we took some steps to man the level-crossings or to see that wherever overbridges or underbridges are required, they are constructed. In fact in this Budget we have already made provision. I am very glad that the municipality has responded last year itself. I would request the hon. Members also to request their State Governments or local bodies to take interest, so that Railways on the one side and the local administration on the other side can jointly tackle this problem and see that such kind of occurrence do not happen and no human life is lost.

SHRI RAM KAPSE (Thane): Those who were killed were not on the railway track. They were on the road near the level-crossing. It was outside. Please take note of this at the time of inquiry and I demand compensation for them.

18.07 hrs.

RAILWAY BUDGET 1994-95—  
*General Discussion;*  
DEMANDS FOR GRANTS ON  
ACCOUNT (RAILWAYS), 1994-95,  
  
AND  
SUPPLEMENTARY DEMANDS FOR  
GRANTS (RAILWAYS)  
1993-94—*Contd.*

[*English*]

MR. DEPUTY SPEAKER: Shri Basudeb Acharia to continue. The total time allotted to your party is 57 minutes out of which you are very gracious enough to consume 45 minutes. Please leave some time to the subsequent speakers of your own party.

SHRI BASUDEB ACHARIA  
(Bankura): Forget about the time now Sir.

When the House was adjourned, I was mentioning about Calcutta Metro. I was mentioning that even when Gandham-Tollygaunj stage will be completed—if it is completed by the end of 1995; we have every apprehension that this will not be completed—then the problem of traffic in the city of Calcutta will not be there. There is also a proposal to extend this metro from Salt Lake to Ramrajatala and Dakshineswar to Gadia and this should be taken up. For this purpose this year the survey for these two extensions of metro should be taken up. I would urge upon the Minister, in order to solve the problem of traffic in Calcutta, these two extensions of metro should be taken up in the near future.

I was also mentioning about the shortage of passenger coaches. As a result of all this there is less passenger traffic. There are a number of reasons for that. When we were meeting in the Committee, we visited three metropolitan cities. We were told that though there is a fall in the sale of tickets, there is no fall in the traffic. Trains are overcrowded as it was before. As all the trains are overcrowded there is a need for more passenger coaches. But there is a reduction in the acquisition of passenger coaches and also in the acquisition of EMU coaches. Not only in future there will be more overcrowding, as a result of this a number of industries will also suffer. I was also mentioning about the problem of CLW. I referred to the recommendation of the Railway Convention Committee.

THE MINISTER OF RAILWAYS  
(SHRI C.K. JAFFER SHARIEF): You are repeating.

SHRI BASUDEB ACHARIA: I am not repeating. This is a new point.

MR. DEPUTY SPEAKER: The time allotted is over. You have to adjust, please.

SHRI BASUDEB ACHARIA: I have already told you to forget about the time because we are ready to sit up to breakfast tomorrow.

MR. DEPUTY SPEAKER: Two days back some of the senior leaders took more time. When we pressed them to limit their time, one of our hon. Members asked why this discrimination.

SHRI BASUDEB ACHARIA: There should not be any discrimination.

SHRI NIRMAL KANTI CHATTERJEE (Dumdum): There is no question of any discrimination. The Minister for Parliamentary Affairs has announced that breakfast will also be ready for tomorrow. It means that the time would be extended. If necessary, lunch also would be provided for.

MR. DEPUTY SPEAKER: If only Shri Basudeb Acharia were to be the last speaker and strongly supported by Nirmalji, I would have definitely agreed. I would have sat here till he exhausted himself. But there are a number of Members to participate. 80 Members are there in the list.

SHRI BASUDEB ACHARIA: I will finish within five to seven minutes. Please do not ring the bell.

MR. DEPUTY SPEAKER: Let there not be any scope for unnecessary unrest.

SHRI BASUDEB ACHARIA: As a result of all this a number of industries will also suffer. Thousands of small scale industries will also suffer. I was just mentioning about CLW—the production unit of the Ministry of Railways. They have already manufactured 5000 HP electric locomotives. If this production unit can produce 5000 HP locomotives. It can also produce 6000 HP locomotives. The technology may not be like that of ABB, the three-phased electric locomotives, but you can develop that technology. Railways have their own research and development standards organisation RDSO—a huge infrastructure.

[Shri Basudeb Acharia]

Why cannot they develop this technology and produce their own manufacturing units?

I was suggesting that there are a number of metergauge workshops which are catering to the needs of the metergauge rolling stock. Railways can develop its workshops and in those workshops they can manufacture rolling stock. Railways will be able to meet their future requirements of the broadgauge section and also should plan to manufacture metergauge rolling stock. They will have to continue with multigauge system. Whenever the rolling stock for the metergauge will come, unless the capacity of our production unit and workshop is utilised not only for the manufacture but also for repairs. Already Kharakpur workshop is manufacturing TMU. Lenkaji has taken all to Orissa.

I would quote one sentence. This is the Minister's speech Part-II, Page 26, Para 33.1.

MR. DEPUTY SPEAKER: Please conclude.

SHRI BASUDEB ACHARIA: Why are you ringing the bell, Sir?

MR. DEPUTY SPEAKER: You sought seven minutes. Seven minutes are also given to you.

SHRI BASUDEB ACHARIA: I will finish within one minute.

MR. DEPUTY SPEAKER: Very good; hearty congratulations.

SHRI BASUDEB ACHARIA:

"Whatever resources are generated have to be utilised optimally and it will be our endeavour to see that the expenditure is need-based and the projects are completed quickly and economically."

We do hope that the hon. Minister will strictly adhere to what he has said in his speech.

SHRI P. G. NARAYANAN (Gobichettipalayam): Sir, I would like to say a few words on the Railway Budget for 1994-95 presented by the Railway Minister, Shri C.K. Jaffer Sharief.

Considering that the Indian Railways is facing a severe financial crunch, it was necessary that the latest railway budget should have made some innovative changes in the way resources have been mobilised in the past. Mr. Jaffer Sharief has done nothing of the kind. Instead, he has merely tinkered around with fares and freights to mobilise Rs. 997 crores. The further increase in fares and freights which had already reached a saturation point would certainly fuel inflation caused by the hike in petroleum prices. While funds have been allotted for gauge conversion, allocations for gauge conversion projects in Tamil Nadu are inadequate and the MRTS project for Madras has also been ignored.

The increase in the rates for season tickets and passenger freight for distances above 100 kilometres would greatly affect the common man.

The Minister has also burdened the affluent heavily by increasing rates for AC and First Class. On the whole, the budget has not satisfied the season ticket holders, passengers, industrialists and businessmen and it is a stale budget.

It is a surprise that no announcement has been made regarding sanctioning of adequate funds for early completion of the MRTS. There was also no specific commitment to complete the MRTS Phase-I between Madras Beach and Luz by 1995. Enough allocation to ensure this would need to be provided for completing the project within the stipulated time.

Another setback is the increase in the coal freight. This, in particular, has serious implications for a State like Tamil Nadu which is far away from the coal fields and has to depend on railway transportation. This would naturally add to the cost of the coal arriving at thermal stations situated in

Tamil Nadu and inevitably make electricity costlier.

The poor allocation for the gauge conversion projects in the State would now mean another couple of years of delay in completing the works which means it would take beyond 1996-97 for the realisation of the project in the State.

Almost all the important projects in Tamil Nadu received low priority and the allocation earmarked for the purpose are very meagre. In real terms, investments in key areas like the construction of new lines, doubling of tracks, gauge conversion, track renewals and rolling stock are slated to fall.

Sir, there are several important projects in Tamil Nadu for which detailed surveys have been conducted but they are pending for a long time for want of necessary allocation of funds.

In my Parliamentary Constituency, a survey was undertaken twenty years back for a railway line from Mettupalayam to Samraj Nagar via Sathyamangalam and from Samraj Nagar to Mettur. This is an industrially backward area and for promoting industries, this railway line is a must. This important line is not being given serious thought or priority so far. Sir, already, the Survey Report was found feasible and vibrant. Again a Survey has been ordered this year. What is the necessity? Just to drag on this project, this Survey has been ordered again. So, we feel that Tamil Nadu is being neglected. You are giving a stepmotherly treatment to Tamil Nadu.

SHRI C.K. JAFFER SHARIEF: We are giving you water continuously.

SHRI P.G. NARAYANAN: You have diverted the entire water to Karnataka. I would urge upon the hon. Minister of Railways to take up this railway line viz. from Mettupalayam to Samraj Nagar via Sathyamangalam and from Samraj Nagar to Mettur during this year itself and give us a categorical assurance on this long pending project.

Secondly, at present, there is only one train running between Bangalore and Trivandrum which passes through most of the areas in Tamil Nadu where the commuters are mostly business people. As this is very much inadequate, the hon. Minister may consider introducing another train in this route.

Thirdly, the Integral Coach Factory at Madras has got the capacity of manufacturing 1200 coaches every year, but suddenly, the capacity had been reduced to 800 coaches just to enhance the capacity of the factory situated in Punjab. Due to this, the employees of ICF, Madras are very much agitated and they are fearing that there may be a large scale retrenchment. Why has this enhancement at the cost of Tamil Nadu? Is it not a clear discrimination against the people of Tamil Nadu?

As you are aware, the metropolitan cities in the country are linked to each other by double railway tracks. Delhi to Bombay, Delhi to Calcutta, Delhi to Madras and Calcutta to Madras have double gauged lines. The only route which is served by an age-old single railway line is between Bombay and Madras. Bombay and Madras cities have traditional links and millions of people from South live in Bombay. The area between Bombay and Madras, especially, the Rayalaseema region has remained industrially backward, largely because of lack of Railway infrastructure.

There is no industry worth the name in these areas. It is time for the Railway Ministry to stop this kind of discrimination against the States which are situated south of India I, therefore, urge upon the Railway Minister to take up the doubling work of the track between Madras and Bombay immediately.

Sir, a separate Rajdhani Express should be run for Madras on a daily basis like the ones that are running from Calcutta, Bombay and other places. The AC-3 Tier Coaches in Rajdhani Express should be introduced for Tamil Nadu also. You have

[Shri P.G. Narayanan]

introduced AC-3 Tier Coaches for Karnataka, why not for Tamil Nadu? There was nobody from Tamil Nadu who held the portfolio of Railway Minister at the Centre for the past thirty years. Normally, the railway projects go to those States from where the Railway Minister hails, be it Mr. Ghani Khan Chowdhury, Mr. Madhavarao Scindia or Mr. Jaffer Sharief. Karnataka had as many as five Railway Ministers. Mr. Jaffer Sharief is having his second term. Others were Mr. Hanumanthaiah, Mr. T.A. Pai and Mr. Thulasi Dasappa. So, you have done enough for Karnataka. Now, please turn to Tamil Nadu at least now.

With these words, I conclude.

\*SHRI R. JEEVARATHINAM (Arakkonam): Hon. Deputy Speaker, Sir, let me welcome and support the Demands for Grants for the Railways brought to this House by the Hon. Minister for Railways. I would like to make certain observations in this regard.

Railways in the service sector could be rightly called as a social welfare service. Railways are linked with the lives of the people living through the length and breadth of this country.

Railways carry the social burden. Realising this factor, the Governments of the Western Countries adequately compensate the Railways there. As far as our country India is concerned, Railways bear the social burden to the tune of about two thousand crores of rupees. But the Union Government do not pay the compensation to the Indian Railways.

Plan expenditure for the Railways is estimated to Rs. 6515 crores. For this budgetary projection, Railways have been allocated a meagre 18% of the plan expenditure. This allocation from the General exchequer is about Rs. 1150 crores. I would like to say that this is much less than what

ought to have been allocated to the Railways.

Budgetary allocation for Railways should be on par with the allocations for Rural Development and Social Welfare Schemes. Railways should have been allocated atleast 50% of its requirement for its plan expenditure. As it is we find wastage of expenditure from the funds allotted for Rural Development. Hence we may have to allocate more funds for Railways even if we are to reduce the allocation for other community development and Social Welfare Schemes. Because it is only Railways that unite this country contributing to social development. Railways should be considered as the biggest outlet available to the Government to fulfil its social obligations towards social transformation and upliftment. Railways play a big role in the task of Nation Building. Had the Central Government allocated adequate funds for the Railways, there would not have been any need to increase the passenger fares and freight rates.

Even then I feel that the hike announced in the Railway Budget is not hard hitting. Both the passenger fares and the freight rates have not been hiked in a big way and hence I feel a bit relieved. For instance, Second Class Fare between Madras and Delhi has been increased by just Rs. 19/-. When people pay for this it would be only benefitting people in turn for it only goes to the biggest Social Welfare organisation, the Railways. I find that the increase in passenger fare ranges from Rs. 1 to Rs. 20. I feel this may not affect the common people drastically.

I welcome the announcement made in this year's Railway Budget about the introduction of the Super-Fast Shatabdi Express between Madras and Mysore. I request the Railway Minister to ensure two stoppages for this train both at Katpadi and Arakkonam.

I also request the Railway Minister to name this Shatabdi Express as 'Mahatma Gandhi Shatabdi Express'. Hon. Railway Minister may also consider naming the Kanyakumari Express as "Kamaraj Kanayakumari Express."

I would like to welcome the kind gesture by the Railway Minister for exempting passengers travelling less than 100 kilometres, from the proposed hike in passenger fares.

I also commend the efforts taken by the Railway Minister to reduce the number of Railway accidents. wherever accidents take place, he rushes there and contemplate suitable measures to overcome such hazards in future. I would like to appreciate Hon. Railway Minister Shri Jaffer Sharief in this regard.

At this juncture, I would like to thank our beloved Prime Minister Shri P.V. Narasimha Rao for the right choice he has made in entrusting this responsibility to a suitable person like Shri C.K. Jaffer Sharief.

I would like to put on record my appreciation for his colleague, the Minister of State for Railways Shri K.C. Lenka and his team of officers and staff who make the flag to Indian Railways fly high.

This year's Railway Budget indicates a working expenditure to the tune of about Rs. 1700 crores. When so much is being spent under several heads, it would be appropriate to expect of the Railways to enhance more towards passenger amenities for a comfortable journey.

Railway Minister has also announced that this year will see marked improvement in passenger amenities. I welcome this observation by the Minister.

You may kindly introduce a new daily train between Madras and Arakkonam. The train may leave Arakkonam at 8.15 A.M. and leave Madras at 5.30 P.M.. This additional train is must in view of the increased needs felt by the ever increasing number

of commuters. I have been repeatedly demanding this for more than 2 years now. Once the Railway Minister told me that he would consider that after the Kumbh Mela. On another occasion he told me that the commissioning of Special trains to Ujjain Kumbh Mela had forced him to comply with my request on a latter date. Both the Melas are over but the train has not been introduced. Atleast this year you should consider conceding to my repeated request to ply a new train between Madras and Arakkonam.

Arakkonam Railway Station is a century old Station. It is an important station right from the British days. It is a station that finds itself with trains going towards Bombay, Calcutta and other cities in the North. Hence it is imperative to improve the station with more of fund allocation.

Thirdly, I request you to construct subway in the Railway platform at Arakkonam Station. You may do away with the steep overbridge. This would benefit elderly people and children who find it very difficult now.

The Minister has also stated in the Railway Budget that more Rail Coaches would be manufactured. I would like to request you to introduce new Coaches in the trains that reach and pass through Arakkonam.

You may also extend the present Madras-Arakkonam suburban train up to Katpadi. This would benefit both the trade growth and industrial growth.

I appreciate the gauge conversion that is on in Katpadi-Tirupathi section. On behalf of the numerous devotees of Lord Tirupati Venkatchalapathy, I welcome your kind gesture.

You may also take up Katpadi-Villupuram section gauge conversion at the earliest. Rail passengers bound for Guwahati, Howrah, Bombay and Delhi would be greatly benefited by this broad gauge railway line. Places like Tirupathi,

[Shri R. Jeevarathinam]

Ranigunta, Gudoor and Nellore would be well connected by this gauge conversion.

I request the Hon. Railway Minister to allocate Rs. 20 to 25 crores to modernise the century old Arakkonam Railway workshop which was a very important workshop during the time of the Britishers. Now during the congress regime and that too at a time when our beloved Shri C.K. Jaffer Sharief is our Hon. Railway Minister, this must be taken up. Our Minister is also a devotee of the Kanchipuram Sankara Mutt. He has great reverence for Kanchi Sankarachari. Hence I request him to take up Arakkonam-Chingleput gauge conversion which would greatly benefit the holy city of Kanchipuram. Journey towards North and Bombay via Nellore and Renigunta would be feasible with this gauge conversion.

This is an age of industrialisation. This has an inevitable fall out in the form of pollution. So crowding of industries should be avoided. They must be located in remote areas too. To reduce pollution we must move towards rural areas. Hence, you may take up the laying of 100 km Walaja-Tindivanam section Railway line thereby linking Ranipet, Arcot, Cheyyar and Vandavasi. Even if it would cost Rs. 100 crores, we may raise the money in the form of loan from the local people. It would be a significant contribution to industrial growth in that industrially backward area. He would give a face lift to that rural area. I request the Minister for Railways to favourably consider this.

Arakkonam Highway Flyover is get to be completed. With the Rs. 9 crore allocated by the Centre, the overbridge portion has been completed. But the agreed share of the State Govt. which is to the tune of about Rs. 7 crores is yet to be released. I would like to know whether Hon. Member Shri P.G. Narayanan can take up this with the State Govt. He is not here. It appears he has left after making his

speech. Since the T.N. Government has not released the necessary funds already agreed upon, the link road construction has not been taken up yet. Railway Minister had written to me about this. I in turn had sent a copy of this letter to the Hon. Chief Minister of Tamil Nadu as early as on 18th of December last. But I am yet to receive a reply from her. Hence I request the Government of Tamil Nadu to release the agreed upon share in the funds required for the construction as early as they can. I put forth this request through this august House through the Hon. Speaker, and through the Hon. Shri P.G. Narayanan.

Ms. Jayalalitha, the Hon. Chief Minister of Tamil Nadu who rightly claim that she renders her duty with the prime intention and devotion to Social Service may kindly allocate this fund that would benefit both the road users and rail users and greatly the Social Welfare Service Organisation, the Railways. If this Highway Flyover is completed at the earliest, this would benefit the North bound vehicles from Tamil Nadu to trasverse via Chingleput, Arakkonam, Kanchipuram, Ranigunta, Gudur, Nellore. Taking this into consideration the then Railway Minister Shri Madhav Rao Scindia sanctioned the funds required for this work. The then Tamil Nadu Government also agreed to share the cost of the construction. But the present chief Minister of Tamil Nadu is yet to release the required fund. The kind hearted Madam Chief Minister may kindly oblige to complete construction and open the Hihgway.

The Hon. Railway Minister himself has stated in the Budget that the Catering Service is in for wide criticism. Hence I request the Minister to improve the Catering Service facility in Madras Central Station. There is no pantry car in Kanyakumari Express. Catering service should be extended to this train. Likewise much needs to be done in Arokkonam Railway Station. You must improve further the catering facility and must run the service in a profitable way.

You have also stated in your Budget that more scavenging staff would be pressed into service in long distance trains. You may give importance to sanitation and cleanliness in important stations like Madras Central. You may employ adequate staff for this. Such important stations should be maintained in a beautiful way.

"Let us exchange the sweet betel leaves of Cauvery valley for the wheat grown bound in the Gangetic plain

Let us give away as prize the ivory from Kerala to the poetry of the lion-hearted Marathis"

This was an integration theme poem written by Mahakavi Subramania Bharati. This dream of the great poet has been fulfilled by the linking of Gangetic plains, Maratha region, Cauvery valley and hilly Kerala terrains with the introduction of Rajdhani Express. Our beloved Shri C.K. Jaffer Sharief deserves a prize that would befit the brave poets of Maratha region. The poet Bharathi felt that the consumption of wheat from the Gangetic plains should be followed by the intake of Betel leaves from the Cauvery valley. This would help the digestion. Likewise even the unmet needs have been rightly fulfilled by the Hon. Railway Minister. And I congratulate him for his visionary zeal. I also congratulate him for the recent introduction of AC-3 Tier coaches in Rajdhani Express which is now extended upto Trivandram.

I now find that lesser amount has been allocated to Madras Integral Coach Factory in this year's Railway Budget. Madras ICF is operating there for the past forty years. This year's production target has been reduced to 775 from 1150 coaches.

Hence there is a lurking fear that there could be a mass retrenchment. But, instead you should fill in the existing vacancies in Madras ICF and should regularise the services of employees who are yet to be made permanent. This you must do as a social obligation on the part of the Railways. You must not ignore a viable unit that had earned Rs. 40 crores of foreign exchange. Madras ICF was started with a capital investment of Rs. 7 crores and its present worth is well above Rs. 1000 crores. You may do well to encourage production in coach factories located in other States. But at the same time you should take care to see that it does not affect the industrial activity in a viable unit located in the capital city of Tamil Nadu. Madras ICF should not be losing its importance when you want to improve other units elsewhere. Hon. Minister for Railways should consider allaying our fears.

Madras-Bangalore 'Brindavan Express' should have a stoppage at Arakkonam. This is a demand from the travelling public for the past several years now. Hon. the Railway Minister should positively consider this request.

Tuticorin-Madurai-Madras Railway line is being converted into broadgauge. I congratulate the Railway Minister for this.

Now the Train No. 6085 running between Arakkonam-Jolarpet leaves at 6.30 P.M. Passengers bound for Gudiyatham, Ambur and Vaniyampadi are thus delayed on their return trip. Hence you may kindly advance this train timing from 6.30 P.M. to 5.45 P.M. This would enable the train to reach Jolarpet at 9 P.M. This would benefit the homebound Government employees and industrial workers.



[Shri R. Jeevarathinam]

I am also to request the Railway Minister to consider announcing stoppages at Ambur, Gudiyatham, Vaniyampadi for the Madras bound Kanyakumari Express. This would benefit long distance passengers from the Southern districts to alight at these industrial towns known for their tanneries and leather industrial units. I request both the Minister and the Railway officials to consider this favourably.

Likewise the Madras—Coimbatore 'Cheran Express' should have a stop at Katpadi. Officials and Members of Parliament who are on their way from Delhi to Katpadi and places nearby are now forced to stay overnight in Madras. This could be obviated if you arrange a stoppage at Katpadi for Cheran Express.

I would like to request the Railway Minister to kindly reconsider increasing the fare hike exemption now available to 100 kms. It may be made 150 kms.

Let me now conclude emphasising again my three demands. Madras-Mysore Shatabdi Express should be named as 'Mahatma Gandhi Shatabdi Express'. Mahatma Gandhi had great liking for the places and people of Karnataka. In the summer of 1936 he stayed in Bangalore and I had received him at Katpadi Railway Station. Stalwarts like K.T. Bhashyam and Chengalavaraya Reddiar were with him then. Hence a train plying through this route should be named after Mahatma Gandhi.

Kamaraj is one of the great Indian leaders hailing from Tamil Nadu. Kanyakumari Express is going through Virudhu Nagar, the birth place of Kamaraj. Late Shri Kamaraj was representing

Kanyakumari and Nagercoil in this august House. Hence it would be a fitting tribute to name the Madras-Kanyakumari train as Kamaraj Kanyakumari Express.

Finally, I request from the Railways Minister a stoppage for Madras—Bangalore—Brindavan Express at Arakkonam.

With this I conclude my speech supporting the Demands for Grants for Railways for the year 1994-95. Thank you.

MR. DEPUTY-SPEAKER: Shri Shreesh Chandra Dikshit.

*(Interruptions)*

SHRI KAMLA MISHRA MADHUKAR (Motihari): What about my name, Sir?

MR. DEPUTY SPEAKER: I have called your name and you were not there at that time. Then, you have to wait for some more time. The cooperation of the Members is necessary for running the House.

Now, Shreesh Chandra Dikshit.

18.46 hrs.

SHRI SHREESH CHANDRA DIKSHIT (Varanasi): Mr. Deputy-Speaker, Sir, I thank you for giving me a chance to speak on the Railway Budget. I rise to oppose certain provisions of this Budget on very solid grounds.

18.46 hrs.

[SHRI P.C. CHACKO *in the Chair*]

I shall be presenting before the

House certain information, which I am sure the hon. Members may not have had the time to go through. This Railway Budget raises a very fundamental question. As you all know, we have switched over to Standing Committee System and the Standing Committee on Railways examine various subjects, indepth discussion takes place, officers of the Department and experts are examined and then the Standing Committee submits its reports. The Standing Committee on Railways have so far submitted six reports. I would like the hon. Members to know that all the six reports pertain to very important subjects and are unanimous. It is very unfortunate that while formulating this Budget, the recommendations of the Standing committee have not been taken note of. What is the purpose of forming the Standing Committees, examining the matter in detail, submitting report, requesting the Minister and the Ministry to take note of that while formulating the Budget? To substantiate my point, I will give you concrete examples.

Sir, the Minister has raised the fare and the freight charges. But, to commensurate with that, the amenities of the travelling public have not been increased. Actually they have been decreased. The first report of the Standing Committee pertains to the amenities to the travelling passenger and probably all the hon. Members may not be aware of what the term 'passenger amenities' constitutes in the Railways Act. I shall like to reiterate here. They include, proper booking arrangements, waiting halls, benches, suitable arrangement for lighting, drinking water supply arrangements, platforms with well maintained surfaces, latrines, shady trees, urinals, platform covers bath

facilities, watercoolers, foot overbridges or subways, washable aprons, retiring rooms, yatri niwas, refreshment rooms, improved lighting and fans on platforms, enquiry offices, train indicator boards, reservation offices, computerised reservations, improvement to circulating area, car, tonga and taxi stands. etc.

You will be surprised to know that during one of the checks by the Comptroller and Auditor General of India in Eastern Central and South Eastern Railways, it was found that as many as 875 stations were without drinking water facilities; 718 railway stations were without latrines and 604 were without sheds and waiting halls. We would have appreciated if these deficiencies had been noted and taken care of in the present Budget. But, we are surprised to find that in the current Budget, the allocation under these heads has actually been reduced while the Ministry of Railways goes on increasing the fares and freights. So, this is the fate. For example, I will give the figures from the Budget itself. For water, the allocation last year was seven crores and eighty lakhs odd rupees and this year it is only three crores and ninety lakhs odd rupees; waiting room facilities in the last year's budget were rupees seven crores and this time also it is at par; refreshment rooms, the allocation was rupees two crores and this year it is only rupees one crore and sixty five lakhs; for latrines, the allocation was rupees one crore and ninety lakhs and this year it is rupees one crore and fifty one lakhs. so, the allocation under these heads instead of being augmented has been decreased.

[*Translation*]

PROF. PREM DHUMAL: Mr. Chairman, Sir, I am on a point of order.

[Prof. Prem Dhumal]

Sir, important matters are debated in the House and serious issues are also raised. The news of Doordarshan give extensive coverage to the debate of those Members who speak in the beginning of the debate and those who speak later or towards late night do not get adequate coverage in the news; it is just said about them that those Members also participated in the debate. I would like to submit that an instruction should be issued from the Chair that the Members whose views could not be covered extensively in the same day telecast due to late participation in debate should be extensively covered in the next day's telecast of Doordashan news.

[English]

Because they have raised very important issues. They are not reported. Their names are just mentioned. So, I want a direction from the Chair on this.

MR CHAIRMAN: This will be brought to the notice of the concerned Minister.

SHRI SHREESH CHANDRA DIKSHIT: So, I would like the hon. Minister to kindly note because we represent the views of the people in the House. I would also like to press upon the Ministry of Railways not to take the travelling public in such a casual way, as they have done.

I refer to the second report. This concerns about the doubling of the railway lines. Here also very adverse comments had been made. I will not take much time of the House. I will only mention a few points here.

"The Committee notes that doubling of the railway line is being given low

priority *vis-a-vis* programmes of Railways like gauge conversion." At the end, the Committee has unanimously observed:

"The Committee cannot appreciate how the gauge conversion will serve the purpose of doubling the railway line."

The Third Report pertains to the Metro Railway Project in Calcutta. About this also, the Standing Committee which consists of hon. Members of Parliament from all political parties and many stalwarts of the ruling party headed by a very senior and respected Member, Shri Somnath Chatterjee has Unanimously observed;

"The Committee notes that the Ministry of Railways have failed to complete the Metro Railway Project in Calcutta for almost two decades."

The reasons given are obvious.

The Railway Minister has taken pains to emphasise his achievements *vis-a-vis* gauge conversion. Apparently, it appears that the Railways are making an excellent head way in the performance of the Railways and the Railway Minister has taken in the report almost two full pages to mention about his achievements of gauge conversion.

You will be surprised to know that while in the Standing Committee of Railways, the hon. Members belonging to all political parties are not averse to gauge conversion but the Railway Ministry just does not appear to realise the price that it has to pay for the present and the price that it will have to pay for the future, with regard to gauge conversion.

The most surprising part of it is, while a decision has been taken for selective gauge conversion and this policy was being followed right from independence till 1992-93 and the outlay in this regard was about 11 per cent to 12 per cent, suddenly in the last two Budgets and in the current Budget, the Committee has found that this decision of full gauge conversion has been taken without any in-depth study of the subject. We have examined the officers of the Railway Ministry and other experts and then, we came to the conclusion that while the gauge conversion in the Eighth Plan proposed was 11.3 per cent, in 1991-92 the expenditure was 11.5 per cent, in 1992-93, the expenditure jumped up to 52.8 per cent and in 1993-94, to 61.6 per cent. This year's Budget has further enhanced the expenditure on gauge conversion. We are not against gauge conversion but gauge conversion is taking place at the cost of track renewal, doubling of other lines, passenger amenities, manufacture of rolling stock, with the result that ultimately, it is going to be counter-productive.

I would only take two minutes to quote a very useful statement made by the Standing Committee in this regard.

19.00 hrs.

It says and I quote:—

"The enthusiasm for the massive gauge conversion without providing even for the matching rolling stocks, wagons, coaches etc., is bound to create a sudden gap in the accompanying facilities and basic objective of gauge conversion would be defeated. This is likely to result in higher freight rates for carrying goods and higher fares for

travelling public is not unforeseeable future."

This is exactly what it has come to be. The main culprit for increasing the fares and freights in the current Budget appears to be this enthusiasm for gauge conversion.

We would like to know whether the recommendations and observations unanimously made by the Standing Committee which had examined this subject in great detail in several meetings has been taken note of by the Railway Minister and by the Railway Ministry while formulating the Budget.

Mention has been made about new lines in the Railway Budget. According to the Railway Rules, the new lines are divided into four parts. Top priority is given to the project-oriented lines, then comes the matching link lines, then the strategic lines and the developmental lines. You will be surprised to know that while the Minister announces the construction of new lines, several new lines sanctioned in the past, have not been completed. There is one aspect which is very disturbing which is called freezing the project. They start a project after examining it in all aspects, its viabilities, expenditure and saving, necessity and suddenly in between the line is frozen. All the money spent on that goes waste. It only appears that those lines which had been frozen had either been frozen for some extraneous considerations or had been sanctioned earlier for some political reasons and not for valid grounds. Therefore, it becomes very doubtful when the Minister announces construction of new lines, whether these projects will be completed. For example, the Minister has announced

[Shri Shreesh Chandra Dikshit]

the construction of railway line up to Srinagar. The railway line from Udhampur to Jammu has taken ten years and has not yet been completed. One does not know how long will it take for the line to be completed.

As regards suburban railway lines, very good detailed statements have been made by hon. Members from this side and from the other side. I have only one aspect to mention on this because a lot has already been said. The Committee, after examining the plight of the suburban railway travellers, mentioned in the report and you will be surprised to know this, that during peak hours on some trains, there are ten passengers to one sq. km. You can imagine the plight of the passengers travelling in such a crowded compartment.

It was specifically mentioned that increase in suburban fares and season tickets should be avoided. We find that in the freight and fare statement presented by the Railway Minister, probably the suburban travellers who constitute the majority of the travellers had had to face the unkindest cut of all. The fare has been increased from Rs. 1 to Rs. 40/-, according to the Minister himself and the suburban traffic is not beyond 150 kms. 150 kms. comes to less than 100 miles. For less than 100 miles, the suburban passengers will have to pay approximately Rs. 40/- more. Because of the overcrowding in the second-class compartments, many passengers like to travel in first-class and there the hike is four times, that is approximately Rs. 132/-.

Now, I come to the subject of hike in the fare and freight structure. This is an inflationary budget and it is bound to have

an inflationary effect on the national economy. It appears that effort appears to have been made to touch the damage in unintelligible terms like the fare and freight is being suitably revised, being rationalised, being upgraded from one category to another. Instead of saying frankly that the freight and fare structure is being increased from this rate to that rate, it has been couched in unintelligible terms. It is not intelligible unless you go through the statement of the Railway Goods Traffic. It has been stated that the existing classifications of the following commodities are proposed to be revised upwards, both for wagon loads and train loads (wherever applicable): (i) Coal—from class 130 D to class 130 for train loads and from class 135 D to class 135 for wagons loads; (ii) Iron ore, Limestone and Dolomite—by one step; (iii) Cement, HSD oil, Oil cake, Stone, NOC, Gypsum, other ores (excluding iron ore), Soda Ash, Manganese ore, Molasses, Sugar mills (not khandasari) molasses and Sand—by two steps. Is it understandable? Is it intelligible to the common man? What do these two steps mean? You have not spared anything. It is also proposed to step up the classification in regard to Grains and Pulses for other than Public Distribution System, from class 80 to class 95 in train loads and from class 85 to class 100 in wagon loads. Is it also intelligible to the common man? It is not even intelligible to the Members of Parliament unless you try to get that booklet of the Railways which gives the fares and freight rates of various commodities.

A lot has been said about not increasing the fare in the second class up to one hundred kilometers. Do you know, this is not the truth? This one hundred kilometers is only in the ordinary trains and not in the express and mail trains. Do

you know how many people now travel in the ordinary passenger trains for short distances? The public is generally shifting over to the road transport and other means of travel. I hope the hon. Minister will take note of these things because I am voicing the sentiments of the common man and these sentiments have been expressed not by me but by all the Members of the Standing Committee.

The fares for second class ordinary passenger trains will not go up. But there is a concealed way of enhancing this fare. The fees now levied for computerised reservations are proposed to be made applicable for manual reservation. There are only very few stations which have got computerised reservation facilities compared to the number of railway stations in India. The result would be that even an ordinary second class passenger will have to pay more and once you have enhanced the fares of second class, then it becomes very easy for you to say that the sleeper class fares will continue to be 25 per cent higher than the second class fares. At present, now you have enhanced the second class fares, the sleeper class fares will automatically get enhanced.

First class AC sleeper and AC Chair Car fares are proposed to be raised by six per cent. If you see the chart which has been prepared for the fares...

MR. CHAIRMAN: Mr. Dikshit, how much more time do you want?

SHRI SHREESH CHANDRA DIKSHIT: As much as you would like to give me.

MR. CHAIRMAN: There are 25 speakers from your party. You represent a major group. I am not trying to restrict

you. But please try to confine your remarks:

SHRI SHREESH CHANDRA DIKSHIT: If you want, I will conclude it in two minutes. In the end, I would only like to make one point that this inflationary trend which will be generated by this ill thought, the general public will very seriously oppose the Railway Budget. I will not take much time of the House. But I can quote from the reactions expressed in various press reports about the current Railway Budget. I would like to put on record that so far as our party is concerned, we might have to resort to some means also to oppose this anti public Railway Budget.

About Varanasi, I have only to make two very brief points. Since there is not much time left, I will confine myself to the DLW workshop in Varanasi. Varanasi is my constituency. It has been doing fairly good work and there were also certain workshops of metre gauge sections. Without giving the details, I would like to bring to your notice that probably some scheme is on to shift the emphasis from the workshop in Varanasi to other places. This is entirely wrong. I can quote facts and figures. But that will take the time of the House. So, I would request the Minister most emphatically that if there is any such scheme that should be shelved or otherwise it will be taken very adversely by the people of my constituency.

Secondly, from Varanasi to Delhi, the train connections are not very convenient and comfortable.

I had written to the Railway Board for changing the timings because Kasi Viswanath Express and Shramjeevi

[Shri Shreesh Chandra Dikshit]

Express run on the same route and almost at the same time. If you want to reach Varanasi early, you have to waste either half-a-day here or if you want to come from Varanasi to Delhi, you have to waste half-a-day there. It is possible if you want to change the timings. I can even advise the Railway Board if they are prepared to listen to me. I have written to them, but it was not accepted. I would like some more efficient arrangement for travelling public between Varanasi and Delhi because Varanasi is not only Varanasi, it is the focal point, the centre of the Eastern U.P. Therefore, Varanasi is a very very important rail-head adjoining Mughal Sarai. I would, therefore, request that a train connection between Varanasi to Delhi in whatever method, by introducing a new train or by changing the timings or by adding new coaches to the train, as the Railway Board and the Railway Ministry would like, but there is a need for enhancing the facility for quicker travel between Varanasi and Delhi.

MR. CHAIRMAN: Now, Shri Chhedi Paswan to speak. Shri Paswan, there are ten Members from your party who would like to participate in the debate and the total time allotted for all the ten Members is thirty minutes only.

[Translation]

SHRI CHHEDI PASWAN (Sasaram): Mr. Chairman, Sir, when the hon. Minister of Railways Shri Jaffer Sharief was presenting the Railway Budget I clearly noticed that the entire North India was being grossly neglected in terms of budgetary provisions. In my opinion, this is the reason why regional imbalance is increasing. Bihar is, nevertheless, being neglected the most. I would not go in details, but I would like to

submit that the Railways is a symbol of social, industrial as well as commercial progress. Railway plays an important role in the progress of a state or a country. There should be laid an emphasis on the development of Railways in order to ensure development of a backward state or to bring that state into the mainstream of national development. Bihar is continuously being neglected. Bihar needs maximum care in terms of railway facilities, but the situation is just opposite there. Bihar is continuously being neglected in terms of getting railway facilities.

No provision for Bihar has been made even in the 1994-95 Railway Budget. Files dealing with various Railway Projects for North and South Bihar continued to remain pending this year too. Constructing a railway bridge on the river Ganga of Bihar is still a dream. People of Bihar are now only deemed to presume that Railway Budget is only an instrument to increase fare and freight. They never get any facilities. Even this time, only one new train has been provided to Bihar which will run between Katihar and Siyaldah. A new superfast train is to run between Calcutta and Delhi passing through Bihar; but ironically that train will not stop at any station in Bihar.

Sir, this trend of depriving a state of railway facilities is not a new one. Bihar has been denied this facility from time to time. Bihar is an important state for Railways in terms of resources, money, income and expansion. Major part of the four main Railways—South-East Railway, Northern Railway, North-Eastern Frontier Railway falls within Bihar, however, no headquarters of any of these railways is located in Bihar. 10% of total rail-track in the country is in Bihar and 30% of total traffic in the country is in

Bihar and 16% of the total revenue is contributed by Bihar. Population of Bihar constitutes 10% of total population of India. 56% rail-track of Eastern Railway falls in Bihar. The revenue of Eastern Railway keeps on increasing. Recently, the Ex. G.M. of Eastern Railway Shri Ashok Bhatnagar accepted that the revenue of Eastern Railway has increased from 65 to 75 crore. Bihar contributes 60% of this revenue but has very few facilities. Bihar is getting only about 25 per cent of the facilities. At present, two zones—Sonepur and Samastipur of South-Eastern Railway and two zones—Dhanbad and Danapur of Eastern Railway, one Katihar zone of North-Eastern Frontier and one zone Chakradharpur of South-Eastern Railway are located in Bihar. In spite of this, the headquarters of the aforesaid zones are located outside Bihar. Whereas Malda zone of West Bengal is spread over from the outer signal of Koul junction to Sahebganj, Dumka, Monghyr and Bhagalpur. Similarly, the jurisdiction of Asansol zone of West Bengal ranges from the outer signal of the Jhajha junction to Giridih, Deogarh, Jamui, and some parts of Monghyr, the jurisdiction of Mugalsarai zone of Uttar Pradesh ranges from Gaya to Bhanpur, Chopan, Aurangabad, Rohtas and Daultaganj. Jurisdiction of Varanasi and Gorakhpur zones ranges upto Gopalganj and Chapra. Apparently, the income earned through the large areas of Bihar goes outside the state and Bihar is neglected all the time in terms of providing railway facilities.

So far as development of railways in Bihar is concerned it has been done by those Ministers of Railways who belonged to Bihar. The Minister of Railways not hailing from Bihar have not provided any facility to the state. Whatever small or major facilities have been provided to

Bihar, those can be attributed only to those Minister of Railways who hailed from Bihar, Till now, there have been four Ministers of Railways from Bihar. They were Babu Jagjeevan Ram, Ram Subhag Singh, Lalit Narain Mishra, and Kedar Pandey. Maximum development was made by Shri George Fernandes and Shri Lalit Narain Mishra. Should be presume that development of railways in Bihar can be done only when there is a Minister of Railways belonging to Bihar.

A mention can be made here that Dr. Jagannath Mishra who has been elected for Rajya Sabha was likely to be assigned the charge of the Ministry of Railways, but against our hopes, he was sent to Karnataka to deal with the problem of the State.

Several schemes of Bihar which need to be included in the Railway Budget are lying pending since long. The construction of a railway bridge over the river Ganga in Patna is one of them. The Hon. Railway Minister Mr. C.K Jaffer Sharief had indicated in the inaugural function of Madni waiting room at Patna Junction. On last 15th January that the scheme of a railway bridge at Patna would be cleared. I was presuming that this scheme would be included in the current railway budget but it was not included.

The schemes of doubling of Patria, Gaya railway line and extension of Bakhtiyarpur-Rajgeer line upto Gaya were also not included in the railway budget. Though the Central team has conducted survey for the construction of railway bridge over the Ganga several times yet keeping in view the heavy expenditure to be incurred on the construction of the said railway bridge and continuously



[Shri Chhedi Paswan]

increasing railway deficit, this scheme is being put off every time.

Several schemes of Bihar are waiting for a long time for being included in the Railway budget. Several schemes e.g. the construction of new railway line from Fatuha to Gaya via Islampur, construction of new railway line from Rajgeer to Gaya. Modernisation of railway lines from Ranchi to Girdih via Hazaribagh and from Dumka to Devghar, and from Bhagalpur to Talmatiya have seen lying pending since long. Similarly the conversion of metre gauge line into broad gauge from Hazipur to Bachehwara on priority basis, conversion of broad gauge line from Muzaffarpur to Narkatiyaganj and the schemes of construction of broad gauge line from Darbhanga to Samastipur have been pending for so many years.

Apart from it, Dumka, the headquarters of Santhal-Pargana Commissionery and Hazaribagh the, headquarters of Northern Chhota Nagpur do not have any rail link. The construction of Sasaram-Arrah, Sasaram-Buxar, Balia, Fatuha, Islampur, Baidyanath, Dham, Dumka, Gaya-Vasukinath, Palamau Ghadva road to Ambikapur in Madhya Pradesh, Nirmali to Raigarh, Naukha to Sitamarhi rail lines is pending since long.

The scheme to introduce Shatabdi Express trains between Bombay-Patna, Patna-Ahmedabad, Patna-Madras, Patna-Delhi has also not been included in this railway budget. At present there is an apprehension of agitation for resuming rail-service on Darbhanga-Madhubani railway line, Patna-Gaya line, Fatuha-Islampur line and Arrah-Sasaram line. As a member of the House, I would like to

warn the Government that the people of Bihar would launch an agitation against the continuous negligence of the state in railway budget for so many years.

When Janta Dal came to power I told hon. George Fernandes that there was no direct train for Patna for the people of Sasaram-Bhabhua districts. Hon. George extended the Mughalsarai Gaya passenger train upto Patna w.e.f. 20.11.90. But later on when hon. Jaffer Sharief became Cabinet Minister, he withdrew that passenger train, instead of providing anything as a gift to people of Rohtas and Bhabhua districts. Its operation should be resumed immediately and D.M.U. should be extended from Mughalsarai to Patna. Otherwise, if there is no improvement within three months, I will get movement of natural resources stopped which are transported from Bihar to Delhi and other states.

In respect of population, Bihar is the second largest state of the country. But in spite of all this, in comparison to other states Bihar does not have sufficient railway facilities. The number of passengers in Patna have increased surprisingly after the construction of Mahatma Gandhi railway bridge. According to railway statistics 45 thousand passengers travel daily from Patna railway station. On the other hand it is also a fact that railway does not have trains for carrying passengers on such large scale. Trains like Bombay Janata Express, Magadh Express, and Himgiri Express always have a long waiting list of passengers. In view of speedy increase in number of passengers, the need for introducing some special trains from Patna has been felt earnestly. A fast passenger train should be introduced from Patna to Bombay and from Howrah to Bombay via Patna. A fast train should be

introduced from Patna to Delhi. Separate trains should be started from South Bihar to Trivendrum and from Patna to Ahemdabad, Hyderabad and Dehradun. A fast train should be introduced from Patna to Calcutta. A fast train should be started from Patna to Guwahati. Separate trains should be introduced for every state capital from Patna. An express train should be introduced from Samastipur to Patna. D.M.U. Should be introduced between Patna to Jhajha, from Barouni to Samastipur, from Samastipur to Muzaffarpur-Sonpur, from Sahebganj to Kiul and from Daltonganj to Dohri. It will benefit the passengers of the area. Alongwith that DMU train should be introduced between Rajgeer and Patna and the number of trains should be increased between Buxar and Moukama.

Now, I would like to ask as to why the schemes of Bihar are lying pending since long and conclude?

The survey of Arrah-Sasaram railway line is complete but it has not been included in the budget. The survey of Ranchi-Hazaribagh-Giridih railway line has also been completed but not included in the budget. The extension project regarding Balmikinagar-Chhitouni railway line in northern Bihar to Gorakhpur-Assam has been cleared but the speed of work in this project is very slow for want of financial resources. The project of doubling the Sahebganj-Bhagalpur-Kiual railway line is also pending for want of funds. Even after obtaining clearance in the budget the renewal of railway workshop at Jamalpur and repair work for diesel engines has also been stopped for the want of funds. The survey work for the 45 kilometre Fatuha-Islampur railway line is still incomplete, that is why a population of 10 lakh people living in the area is affected.

The project of conversion of Ranchi-Lohardaga meter gauge line into broad gauge line has also been cleared in the budget but the work has not so far been started. This scheme will promote the developmental work in the tribal areas of the State. The survey regarding extension of Rajgeer-Bodhgaya railway line is already complete, but the work has not been started. The survey for construction of Dehri-Pipradih-Karonagi railway line has also been conducted but so far as the implementation of scheme is concerned it has not yet started. During the ministership of former railway minister late Shri Kedarnath Pandey, 13 projects were on priority basis for implementation, but after his death those recommendations were ignored.

I urge upon the hon. Minister to make arrangement to complete these pending recommendations on the priority basis.

With these words I conclude and thank you for allowing me to speak.

19.33 hrs.

RE: STATEMENT BY MINISTER OF STATE OF THE MINISTRY OF TEXTILES ON DISCONNECTION OF POWER SUPPLY OF NTC MILLS IN BOMBAY — *Contd.*

[English]

MR. CHAIRMAN: The hon. Minister of Textiles has come. He will clarify your doubts. The hon. Minister has already made a statement in the House. You know the rules also. That was not to the satisfaction of the hon. Members. You kindly give him a patient hearing.

THE MINISTER OF STATE OF THE MINISTRY OF TEXTILES (SHRI G. VENKAT SWAMY): The question does not arise for making a further statement. If the hon. Members ask for any clarifications, I am ready to clarify all your doubts.

MR. CHAIRMAN: One of you can put all the points together. We cannot create any new precedent. Please understand that. This has been raised under a particular rule; that is over. No discussion is permitted also on this. Now, as a very special case, one hon. Member is allowed to seek clarifications. Please bear with us.

All of us are very anxious about this problem; we are concerned about this problem. That is why this special permission has been given. Please put only questions.

SHRI SUDARSAN RAYCHAUDHURI (Serampore): It is a fact that the Government of India is considering modernization and the revival programme of the NTPC mills. We are aware of that. But, in the meanwhile, during the pendency of that programme, what will be the fate of the NTC mills, particularly in view of the fact that it has been reported that the eastern region anticipates something wrong from the Government. In West Bengal, Bihar, their officials have already received some instructions from a holding company from New Delhi that it is not possible for the Government of India to release further funds so that the workers may get their salary and wages from April 1st this year.

This is a crucial problem. As you are aware the mills in West Bengal received some assistance from the Government of India last year and the

position of the mills has come up. But presently, they are not receiving the required raw material. What is agonising is that it is a distinct possibility that the payment of wages would be stopped from 1st of April under the circumstances.

I would like to have just one clarification from the hon. Minister. I know that he is totally in favour of revival of NTC mills and that some other problems are there. But please assure us that at least the payment of wages and the normal production of mills in the entire eastern region will not be jeopardised at any cost and that modernisation programme would be taken care of very soon. This is my humble submission.

MR. CHAIRMAN: You may please reply to only two questions, namely modernisation and payment of wages.

*[Translation]*

SHRI G. VENKAT SWAMY: The hon. Member have sought assurance about two things, One, whether the workers will be given wages for the month of April or not, and whether raw material will be provided for running mills or not. I would like to assure the hon. Member that as per the policy of the Government of India none of the NTC mills is proposed to be closed. Secondly, a tripartite committee has been set up in which the hon. Members of Parliament are also participating. For the implementation of modernisation programme they, together with Textiles Mills Association had visited several mills and now everything is complete for the implementation of the Programme.

Today, they had a final meeting with me and Shri Sangmaji at 12.30. The

tripartite committee will then discuss to speed up the modernisation programme and fix the final date. I feel we may fix any day in this week to hold the meeting of tripartite committee and take up the scheme for modernisation of 124 mills in near future. The hon. Member has asked another question as to whether the salary of the workers for the month of April will be withheld. I would like to assure the hon. Member that in spite of the fact that Central Government have once declared closure policy, all necessary measures will be taken for the modernisation as per the Tripartite committee's advice and no mill will be closed down.

In 1992, the cabinet had sanctioned Rs. 532 crores for the modernisation of 42 mills under the modernisation programme. It included 14 closure mills and 28 merger mills. However, I would like to tell the hon. Member that a sum of Rs. 532 crore would not be adequate for the modernisation of 124 mills as this is not practical. The Research Association had recommended to sanction a sum of rupees two thousands five crore for the modernisation of NTC mills. The Tripartite Committee would discuss all the pros and cons in this regard before taking the final decision. I would like to submit to the hon. Member that if this much money is sanctioned, there will be no closure of mills. Out of the total 28 mills which were having 108-112, 128 years old machinery, the Textile Research Association recommended the merger of only 18 mills. In this manner, if 18 mills in the total number of 124 mills are merged — I think — We would be able to move successfully towards modernisation. Regarding the apprehensions raised about the probability of withholding the wages from the month of February, I would like to assure the House that there

is no such proposal. Workers would certainly get their wages.

[English]

SHRI A. CHARLES (Trivandrum): The hon. Minister is more concerned about the workers than the others. We want the cooperation and support of Opposition Members. We want their cooperation. (Interruptions)

MR. CHAIRMAN: Yes, All the hon. Members of this House are equally concerned.

[Translation]

PROF. RASA SINGH RAWAT (Ajmer): With regard to Rajasthan I would like to state in Beawar area of Ajmer two NTC mills Edward and Mahalakshmi, have not paid wages to the workers since February. The hon. Minister and all other top leaders have been infomed about it through wireless messages. In this manner mills are likely to be closed down. The workers of that area are on the verge of starvation.

[English]

MR. CHAIRMAN: Please sit down, The question has been answered. The hon. Minister has given a categorical assurance. Please understand it.

(Interruptions)

[Translation]

PROF. RASA SINGH RAWAT: Similar situation prevails in Indore, Kanpur, Beawar etc. Earlier, the case of Krishna mill was handed over to BFIR, eight years have passed and the matter has still not

[Shri Rasa Singh Rawat]

been decided. That mill is still closed. This is how NTC mills are being closed down. The hon. Minister should assure that mills would not be closed.

[English]

MR. CHAIRMAN: Please sit down. No more discussion need be there on this. Please cooperate.

[Translation]

SHRI CHANDULAL CHANDRAKAR (Durg): Mr. Chairman, Sir, a large number of labourers are engaged in textile mills, but their plight deplorable. Earlier the work used to be done for two-three shifts but now the mills operate only for one shift. In this manner mills are likely to be closed down though no mill has been closed down yet.

[English]

The doubts are there that in the very near future they might also be closed. I want an assurance that no NTC mill will be closed. (*Interruptions*)

MR. CHAIRMAN: You got the answer. All of us know how much the hon. Minister is concerned and about the efforts the hon. Minister is taking to revive the mills. All of us, those who are concerned with these NTC mills are convinced, that the hon. Minister is taking all possible steps. A satisfactory answer has been given to this problem. Please do not raise any further questions.

SHRI CHANDULAL CHANDRAKAR: I want an assurance about the Mills in Indore.

MR. CHAIRMAN: It includes all the mills. It is not only about Calcutta or Bombay mills. That is why I said that a satisfactory answer has been given. I think the House feels very much relieved and the hon. Minister has expressed it very nicely.

Now the chances are for some other parties. But overtaking them I am going to call members of small parties. Please do not take it as a convenience. Their names were called earlier.

(*Interruptions*)

MR. CHAIRMAN: Please sit down. Shri Kamla Mishra Madhukar.

19.45 hrs.

RAILWAY BUDGET, 1994-95—  
*General Discussion;*

DEMANDS FOR GRANTS ON  
ACCOUNT (RAILWAYS), 1994-95  
AND

SUPPLEMENTARY DEMANDS FOR  
GRANTS ON ACCOUNT  
(RAILWAYS), 1993-94—Contd.

[Translation]

SHRI KAMALA MISHRA MADHUKAR (Motihari): Mr. Chairman, Sir, I would like to express my thanks for the opportunity you have given me to speak on the debate on the Railway Budget. Other hon. Members from my party are also to speak. All hon. Members from Bihar have expressed their grievances that hon. Minister of Railways has neglected Bihar. It is totally correct and I also join them. I would like to refer to my constituency because the hon.

Minister of Railways is yet to start his work with full zeal. The Government have put burden of Rs. 1000 crore on the people in the form of hike in fare and freight. It will lead to the price-hike and inflation and, therefore, the Janata Dal and other hon. Members also oppose it. I would like to talk about one thing that I have experienced. The worn out blankets, towels and sheets etc. are supplied in the A.C. sleepers in the trains. Apart from member of Parliament other people also travel in A.C. sleepers. But no attention is paid to the facilities of the passengers other than Members of Parliament. The Government should pay their attention to it. The Government had assured the conversion of Muzaffarpur-Raxual rail line into broad gauge. The hon. Minister had also assured that the Hon. Prime Minister would inaugurate the Narkatiaganj rail line in 1994. Attention should be paid to this also.

[English]

You always repeat the name of Mahatma Gandhi. You remember him and you have erected a statue before Parliament. But you do not remember where from Mahatma Gandhi started his movement of Satyagraha. So, at least in the name of Mahatma Gandhi, you should develop the Railways in Champaran District.

[Translation]

My hon. Colleagues also know it that it was Champaran from where Mahatma Gandhi had started national movement. We have installed a statue in his memory near the Parliament gate. But is it sufficient? With due regard I would like to ask the Government whether they would complete the Muzaffarpur-Narkatiaganj or to Raxual rail line or not? This

information should be given to the House. We have informed the Government about the Chhatauni bridge earlier also that the Government of Bihar and the Government of Uttar Pradesh are not providing money for it. If they do not provide funds, will the bridge not be constructed? If that bridge is constructed linking North Bihar and Uttar Pradesh, it will prove a boon for all the people of Bihar and Uttar Pradesh. The Government, therefore, should make it clear as to what do they propose to do in this regard.

Many of my hon. colleagues have pointed out that there is no zonal headquarters in North Bihar. Muzaffarpur is a big business centre of North Bihar. It does not have sufficient number of industries. If the industries are benefited, the Government will also be benefited. Therefore, zonal headquarters must be set up at Muzaffarpur in North Bihar. Right from the year 1967, whenever I became Member of Parliament I, have been continuously demanding to pay due attention to that area which had been connected with Lord Buddha. Vaishali which was the first democracy in the world should be given due attention. Vaishali, Lalganj and Palamau should be linked by a branch line from Hazaribagh. Sahabganj and Kesaria where the emperor Ashoka had built his stupas and where we celebrate Kesaria festival every year should also be linked. If the broad gauge is not possible there, these places should be linked at least by metre gauge but this task must be accomplished. Roads are being constructed there with the help of Japan. I request the Government that they must pay attention to it. A bridge to link North has been constructed at Motihari. You and we people are Members of Parliament and we cannot remain here forever then why we should not work for the welfare of the

[Shri Kamala Mishra Madhukar]

poor people and demand for providing better amenities to the poor. You have burdened them with the increase in fares amounting to Rs. 1000 crore. If the Government do not take care about their welfare how can their condition improve? The hon. Minister is a gentleman by his name, so he should act accordingly. The common people understand everything. I, therefore, would like to submit that attention should be paid to the convenience of the second class train passengers. It should be announced here and the freight rate that has been increased should be reduced. The Muzaffarpur-Supaul, Narkatiaganj and Chhitauni bridge should be completed at the earliest. This has to be accomplished by this Government. One more thing is there, the Government must reply categorically to the issues to which I have drawn their attention, so that the people of not only North Bihar but also 10 crore people of Bihar are benefited. He is the Minister for the whole country and not a Minister of a political party. In Bihar the Janata Dal is in power and it is a matter of pride that we are its supporters. Therefore, the Government should rise above party-affiliation and take measure for the developmet of Bihar and new trains should be introduced in North Bihar. The Government know it that the people of Bihar have some expectations and aspirations and some relief work should be done to redress their resentment.

With these words I oppose the Railway Budget.

[English]

SHRI G. M. C. BALAYOGI (Amalapuram): Mr. Chairman, Sir, thank you for giving me the opportunity. I want to submit some points for the favourable

consideration of the hon. Railway Minister.

Even after the independence also, stepmotherly treatment is being shown by the Railways to the State of Andhra Pradesh, particularly the coastal areas of Andhra Pradesh. Before independence, we have a railway line in the coastal area during the British rule.

20.00 hrs.

After the attainment of independence, they have lost that chance to have a railway line in the coastal area. Earlier to this, there was a CK Railway line which was laid in 1928 by the Britishers. The line was available to the public up to 1940. In the year, 1940 the British Government abandoned this CK line also along with other six lines in the country. All the six lines were abandoned during the World War for want of iron. But it is regrettable that all the six lines in the country were restored excepting the CK line that is later converted into Kakinada-Kotipalli line in Andhra Pradesh. In this background, I would like to submit some points.

Except in the year, 1992 nothing was done in the rest of the years in regard to Andhra Pradesh through Railway Budget.

In 1989-90, no new lines were proposed.

In 1990-91, no new lines were proposed except Rs. 1.85 crores for the wagon repair works at Tirupathi in Andhra Pradesh.

In 1991-92, only some trains were proposed in Andhra Pradesh.

In 1992-93, some railway electrification was given priority.

In 1993-94, no significant proposals were adopted.

In 1994-95, no new lines have been taken up in Andhra Pradesh.

In this background, I have already mentioned that Kakinada-Kotipalli line which was taken away in the year, 1940 should be restored along with the other six lines in the country.

Our late Pandit Jawaharlal Nehru, our beloved Prime Minister, also made a promise in the House that after independence, all the lines which were taken away in the Second World War would be restored. So, it is very very unfortunate to the people of the area, particularly Andhra Pradesh, that the lines have not yet been restored. Kakinada-Kotipalli line was previously called CK railway line which is not restored so far.

I humbly request the hon. Railway Minister kindly to take positive action in this matter. I have made this request a number of times in the railway meetings and I have also given a number of representations to the hon. Railway Minister.

My district is the highest populated district in the country. It is having 50 lakh population. Half of the countries in the world have less population than my district. But unfortunately my people have not seen a rail or a rail track in my area so far.

In this background, I request the hon. Railway Minister to take proper action and include it in this Budget and make some allocation for the restoration of

railway line. We are not asking for new line. We are asking for restoration of old line which was taken away in the year, 1940. Last year, the railways have allocated Rs. 2.6 lakhs for the survey of the Kakinada-Kotipalli line. The Survey Committee's reports, submitted by the South Central Railway, Secunderabad, on December, 30, the report reveals that if the line is restored it will give very good revenue. It gives a very good revenue to the railway which is nearly Rs.14.81 per cent return on investment as per the survey report. The Survey Committee also mentioned in the report that it is more economically viable line and gives very good revenue to the railway department. One other factor which I have to mention in this is a small line of a length of 46 Km. The total cost of the line is only Rs.42 crores.

My another submission is with regard to the recent budget proposals made by the hon. Railway Minister. No new lines, no new trains were announced by the Railway Minister in the Railway Budget particularly on the Vijayawada Division. The coastal regions have been completely neglected. Even the Headquarters of the Railway Electrification Project have been shifted from Waltair in Andhra Pradesh to Bhubaneswar causing a lot of damage to Andhra Pradesh. This leads to negligence of electrification work in Andhra Pradesh. The gauge conversion work of Vishakapatnam - Vijayawada line has been given priority neglecting the track renewal or maintenance work. Also, the CAO Office was shifted from Waltair to Bhubaneswar. The point is Waltair is a very important centre for the Railways. It is giving more revenues to the Railways. Even the Railways have shifted some important projects from Andhra Pradesh to Bhubaneswar. Due to lack of funds in



[Shri G.M.C. Balayogi]

respect to track maintenance, several accidents are taking place. Moreover, additional burden has been imposed by imposing the six per cent increase in charges. There is no budget support. Earlier, it was to the extent of 75 per cent. Now, it is only to the extent of 50 per cent. The budget should share the burden of subsidies amounting to Rs.200 crores. Freight movement has also declined by 80 tonnes. The loss is to the extent of Rs.340 crores. There are no coastal railway lines particularly in the eastern areas of Andhra Pradesh. We are exporting nearly Rs.1500 crores worth of agriculture products from my coastal area. It is not only that. Last year, we exported nearly Rs.700 crores worth of prawn and fish from the coastal area. The recent drilling operations by ONGC have given very good results in my area. We are exporting nearly Rs.500 crores worth of Petroleum Crude from my place to other parts of the country.

Finally, I would request the hon. Railway Minister to kindly include the Kakinada-Kotapalli railway-line in this Budget.

With these words, I conclude.

\*Shri V.S. VIJAYARAGHAVAN (Palakkad): Mr. Chairman, I support this Railway Budget, I do not hesitate to say that this year's budget is definitely better than the earlier ones.

Although, there has been a decline in the revenue from passenger traffic and goods traffic, there is no proportional increase in either fare or freight this year. It is no doubt become relief.

One speciality of this year's Budget is that the Hon. Minister of Railways has started showing sympathetic consideration to the needs of hitherto neglected regions. Railways is a huge undertaking which has over 62 thousands route Kilometres, and over 96,000 track Kilometres. Indian Railway is the biggest in Asia and the third biggest in the World. Over 100 million people travel by the Indian Railway everyday. It connects every nook and corner of the country and thus strengthens the unity of the country. Besides, it plays an important role in the economic development of the country. Railway development is essential for the balanced development of the country.

During the past 45 years, Railways has been achieved unprecedented progress. Railway lines have reached almost all corners of the country. However, we cannot claim that the railway development is balanced. It was more in some areas, less in some areas and very less in some other areas. This uneven development of railway has adversely affected the economic development of the country. The Railway Minister, knowingly or unknowingly has been following such a policy. However, this year's budget signifies a slight departure from this policy which is the most important feature of it. The Hon. Minister deserves our complements for providing new trains, new lines and new surveys in those areas which have remained neglected.

The major problem being faced by the Railways in lack of resources. Due to the fall in revenues this year, the plan outlay has been slashed from Rs. 6500 crores to Rs. 6200 crores.

This will surely affect the developmental works. In this context, I must say that it is necessary for us to do a serious study about the source of funds which can be located. Every year, fare and freight are raised in order to meet the deficit. This has been going on for the last 45 years. What is urgently required is a ten year perspective plan. We must assess the requirement of money for the construction of new lines, renovation of old lines, building of coaches, electrification and so on for the next ten years and then formulate a detailed plan for raising resources. The present approach contained in the Budget should change.

The Budget says that passenger amenities should be improved. It is good. More than 100 million people travel by Indian Railways every day. Therefore, I need not emphasise how important passenger amenities is. *(Interruptions)*

Hon. Minister you should listen to what I am saying.

SHRI C.K. JAFFER SHARIEF: You are speaking in Malayalam. How can I follow it?

SHRI V.S. VIJAYARAGHAVAN (Palakkad): You put on the earphone. There is interpretation in English. Please listen to that.

MR. CHAIRMAN: Members are free to speak in their mother tongue. Only thing is that they have to give notice and interpretation will be arranged.

\*SHRI V.S. VIJAYARAGHAVAN (Palakkad): So, Sir, I was saying that passenger amenities are very important. But, there has been no significant improvement in this field. Take the case

of food served in the trains. The people who travel by trains say that the food is hopeless. Every year the price is raised, but the quality and quantity decline. The vegetarian food packet which cost Rs.5 a couple of years ago, now costs Rs.12. The general complaint is that the quality and quantity have come down. Similarly, drinking water is not available in the long distance trains. There is no arrangement to clean the lavatories in the trains. The plight of second class passengers in summer is really miserable. Then, the inconvenience resulting from the late running of trains. Which train is running on time today? Most of the trains are running late by four to five hours. May be the Shatabdi and Rajdhani are running on time. But the South bound trains are invariably late.

SHRI C.K. JAFFER SHARIEF: Mr. Vijayaraghavan, you come to my room very often, why don't you discuss it with me there?

\*SHRI V.S. VIJAYARAGHAVAN: Sir, why can't it be set right? Such things be smirch the image of the railways. Therefore, it is very necessary to examine all aspects relating to the passenger amenities and take suitable steps to improve the situation.

Sir, I congratulate the Hon. Minister of Railways for protecting the interests of Kerala in this year's budget. I would also thank the Hon. Prime Minister for all the sympathy he has shown to Kerala. It is after many years that the budget contains proposals favourable to Kerala. Introduction of a Rajdhani Express to Trivandrum, doubling of the Kuttipuram-Calicut railway line, introduction of a weekly train from

[Shri V.S. Vijayaraghavan]

Trivandrum to Bombay, increasing the frequency of Cochin-Gorakhpur Express from two days a week to four days, a survey for the construction of a line from Kottayam to Punalur via Sabarimala etc. and electrification of Ernakulam-Trivandrum line—these are some of the most important features favourable to Kerala. I hope that this sympathetic attitude of the Hon. Minister will continue in future.

In this context, I want to emphasize one point. The allocation made in the budget for important works is meagre. Therefore, these works would not be completed on time. Take the case of the allocation for doubling the Kuttipuram-Kozhikode stretch of the Shernur-Mangalore line. The total amount required is Rs.60 crores, but the budget makes a provision of only Rs.2 crores. That would mean we will have to raise another 58 crores of rupees for completing this project. It is said by the Minister that the Konkan railway will be completed in 1985. The Shornur-Mangalore line should be doubled if Kerala is to benefit from the Konkan railway. Therefore, we have to find the resources for the timely completion of this work.

SHRI RAMESH CHENNITHALA (Kottayam): What is the allocation made for the Kuttipuram-Guruvayoor line? No money has been given. Allocation for other works is too meagre. (*Interruptions*)

\*SHRI V.S. VIJAYARAGHAVAN: That is precisely what I am saying. Then for the doubling of Kollam-Trivandrum line requires Rs.82 crores. But, what is allotted is a meagre Rs. 5 crores. Similarly, the proposed survey of the

Kottayam-Punalur line will be just a preliminary one. I wonder what will be the position when the time comes for allotment. I therefore, request that adequate allocation of money for the completion of these very important works should be made either in a supplementary budget or in the next year's budget.

There are many other demands which are yet to be fulfilled. They are all important. First, almost all the coaches in the trains running in Kerala are old which should be replaced. Kerala is a state where there are no ticketless travellers. It is a State which contributes substantially to the Railways revenue. I, therefore, request that new coaches may be provided to Kerala.

Another suggestion is that the administrative set up of the railways should be re-organised and a new zone comprising Palakkad, Madurai and Trivandrum divisions should be formed. Palakkad should be made its headquarters.

There are two railway Divisions in Kerala. In order to better organise, the railway works in Kerala, a Chief Engineer Office should be set up in Kerala.

Guage conversion of Kollam-Madras metre guage line should be considered. This is the shortest route from Trivandrum to Madras. I am pleading for the people of Mr. Charli's constituency. This line is very useful for the southern and eastern region of Kerala.

The running time of Kerala Express should be reduced. Today it takes 55 to 58 hours to reach Delhi. I do not understand why it should take such a long

time. I am sure this train should be able to reach Delhi within 48 hours. Therefore, the running time of this train should be reduced.

Sir, although some of the general demands of Kerala have been fulfilled, the backward Malabar region has not received any consideration. The Malabar region comprising 6 districts such as Kasergode, Kannoor, Wayanad, Kozhikode, Malapuram and Palakkad. The rail facilities are too meagre in this region. This year's budget has not given any new train to Malabar. I, therefore, wish to raise certain demands of this region.

First, I have been raising the demand for a coach factory for almost one decade. At one time a team had come to visit the site. The team had said that Palakkad was the most suitable place. But later, it was set up somewhere else. The Government of Kerala had promised to provide land, water and power at free of cost or at concessional rate. I therefore, request you to consider setting up a coach factory at Palakkad.

The second demand is about the Tellicherry-Mysore railway. A study had revealed that this would be a highly profitable line. But during the past 40 years it has not seen the light of the day. This line passes through Wayanad which is the centre of cash crops. Apart from the facility for transporting cash crops, this would shorten the distance between Karnataka and the major ports like Cochin, Mangalore etc. Therefore, this line should be constructed.

Similarly, there is only one train at presently, namely, the Island Express

between Bangalore and Trivandrum. It is a highly congested train. One more train should be introduced on this route. If it is not possible to extend it to Trivandrum, it may at least be run upto Shornur or Palakkad.

Now, I would like to raise a few demands of Palakkad, my constituency. Palakkad is a Divisional headquarters. Trains from South, West and North of Kerala pass through this station, which is the gateway of Kerala. Therefore, Palakkad should be developed as a model Station.

Similarly, the Rajdhani Express which is going to be extended upto Trivandrum must have a stop at Palakkad. Another point is that there is no reservation quota at Palakkad for the Kerala Express. I do not understand why it is so. It stops at Palakkad and it fills water and collects food packets from Palakkad, but reservation quota has been abolished. It should be restored.

Another point is that there is proposal to conduct the survey of an overbridge at level crossing No.160. But nothing has been done in the budget. Malanpuzha is an important tourist centre and hundreds of vehicles get stranded on both sides of the crossing as the rail line is a busy one. There is, therefore, an urgent need for an overbridge.

Sir, as I said in the beginning, money has to be found from somewhere for doubling the Shornur-Mangalore line. Only then Kerala will get benefit from the Konkan railway.

It is estimated that with the commissioning of this line, there will be a 300% increase in the passenger traffic. The goods traffic too will increase

[Shri V.S. Vijayaraghavan]

tremendously. Not a train can be run on the present single track. I therefore, request the Hon. Minister to find the resource and complete the doubling of this track.

Finally, I once again support the Budget and on behalf of the people of Kerala I thank the Hon. Railway Minister for fulfilling some of our demands.

With these words, I conclude.

[Translation]

SHRI DAU DAYAL JOSHI (Kota): Mr. Chairman, Sir, it is a fact that the Indian Railways are the veins of the country. The main question is, when the veins do not carry the pure blood what will be the fate of the body.

My submission is that the Railway Department is a monopoly industry. Slowly and steadily this monopoly is coming to an end in the country and different type of people are entering the industries. A few days back we have seen that East-West Airlines, Modi and various other industrial groups entered the airlines industry and today the situation is that, the hon. Minister while giving reply to a question last time had said that there was scarcity of pilots in Indian Airlines and 235 pilots have resigned and started working for the private sector. Last time, seven crore rupees was allotted for providing amenities to the people, but I am sorry to say that not even 65 per cent of it has been spent for this purpose and due to which the people are facing hardships. The Government claims that computerisation has been done. Go to the station of Delhi and see the extent of

corruption there. Long queues can be seen there... (*Interruptions*)

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): You will not speak about what happened in Rajasthan.

SHRI DAU DAYAL JOSHI: I will speak about that also. My submission is that the prevailing corruption in railway tickets is a matter of grave concern. I would like to say that the people were already frustrated due to increase in rail fare and freight and raising taxes on other items. Once again the taxes have been increased on the items of daily use. There was no need at all to do so. Had you wanted you could have avoided it. This year 33 lakh people were found travelling without ticket. Please strengthen your machinery. You have punished six thousand employees for corruption. You can yourself assess the extent of corruption in your department. During the last few days there had been serious faults with the railway tracks. 4-5 days ago in a question it was stated that out of the 94 projects 44 projects of railways are behind schedule. This is the main question that how much money of the country is being wasted.

Sir, I would like to cite an example before you, You took a decision to lay rail lines and the total loss suffered in it from 1981 to 90 was of Rs.193 crore and 88 lakhs. Upto 1990 no project to lay rail lines were completed. Due to non-completion of those projects the loss shot upto Rs.182.13 lakhs. My submission is that out of the 41 rail lines laid between 78 to 82, only 7 rail lines give profit. That is why it has become a matter of great concern for the country that you are continuously starting useless rail lines project... (*Interruptions*)

SHRI C.K. JAFFER SHARIEF: It means that the whole development in Rajasthan has gone waste.

SHRI DAU DAYAL JOSHI: The rail lines laid earlier are useless... (*Interruptions*)... Bihar was fortunate in the days of Kedar Pandey and Lalit Narayanji. There are maximum rail lines in Bihar in our country. There are 24 rail lines in West Bengal but Rajasthan has only 17 rail lines. It is right that the hon. Minister has paid attention towards Rajasthan but still it has 17 rail lines only.

Rajasthan has always been neglected as far as railway is concerned. Jaipur is the only State capital in the country which does not have broad gauge line. It is not a favour but a compulsion that now the provision has been made to connect Jaipur and Delhi by broad gauge. Thanks a lot for bringing Jaipur on the broad gauge map.

I would like to submit one more thing that the leakage should be stopped. Here are some data in regard to the scrap, during 1991-92, 598 rail engines, 16288 wagons and 5,78,000 tonnes of used railway tracks were sold and rupees 5.40 lakh were earned. During 1992-93, 603 railway engines, 21464 wagons and 803000 tonnes of used railway tracks were sold. In this way 45 engines, 4176 goods coaches and 275 tonnes of scrap was sold more but only rupees 138 lakh more were earned. Such a large quantity of scraps was sold but the earnings have been proportionately less.

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): One thousand crore rupees has been earned by selling scrap. The engines have not been sold to anyone but these have been exported to Malaysia.

SHRI DAU DAYAL JOSHI: I am saying so according to the data available in the official booklet.

SHRI LAL K. ADVANI (Gandhi Nagar): I have not seen the data but if the hon. Member is saying that he has placed this data from the official booklet, then it is a fact that prima facie it is scandalous. Export is a separate thing but the hon. Member is talking about the scrap.

[*English*]

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): If there is any scope for any scandal, I am prepared for any committee to be set up to enquire into it. We have been able to raise, for the first time, approximately about Rs. 1000 crores from scrap. I do not know what he is telling about; whether we have sold locomotives; and that is what he is quoting. If there is anything like that, I will institute a probe and will not spare anybody. We will bring anybody to book, if has played this mischief.

[*Translation*]

SHRI DAU DAYAL JOSHI: I will write a letter to the hon. Minister in this regard separately.

SHRI C.K. JAFFER SHARIEF: If there is any scope for any scandal, the action will be taken.

SHRI DAU DAYAL JOSHI: The fare is increased every year but attention is not being paid towards the passengers amenities. The Railway Protection Force has been constituted but even today there are serious cases of theft in the railways. The businessmen passengers travelling

[Shri Dau Dayal Joshi]

between Mathura to Delhi, and from Ratlam to Bombay are not being given protection but they are being harassed even. They are asked to open their suitcases/boxes and they are being asked from where this money has been brought. The attention of the hon. Minister was drawn towards it when he came on a visit to Kota few days back.

Mr. Chairman, Sir, the most serious accident in the history of railways took place.

When you reached there six persons had already succumbed to death following the accident. You had resented for being called there for the death of a few persons. The accident had occurred due to lapse on the part of railway-employees when the boggies were searched, it was found that 17 persons had died. An accident, which occurred few days back, took a toll of 44 children. We thought that the hon. Minister would tender his resignation, but he maintained silence. Rs. 25 crore have been provided for construction of 500 railway crossings. This amount is, however, not enough. It is surprising that even in the present age of science deaths take place at railway crossings. The hon. Minister has said that the process of constructing rail lines in Rajasthan has been started. A target of Rs.31.25 lakhs was set for November, 1993 but only Rs.29.57 lakhs was spent. Similarly against targetted outlay of Rs. 32.25 lakhs for December, 1993 only Rs. 31.13 lakhs were spent during that month. There was a target of Rs. 33.25 lakhs for January, 1994 whereas only Rs. 31.99 lakhs were spent over the work. Similarly, the amount of Rs.30.50 lakhs was earmarked for February, 1994 whereas only Rs.30.10 lakhs were spent.

In this way the Government is not doing the development work at a requisite speed. The Government has drawn a plan to construct 204 kilometre of rail track during the current year. This is an insignificant target. The cost of constructing 2 kilometre rail-line is two crore rupees. The Government have, however, allocated Rs.50 crore for Kashmir. How long will it take to extend rail-line upto Srinagar if the work is done at such a slow pace? The Government propose to undertake electrification of rail-lines. I would like to submit that Kota-Chittorgarh line should also be kept under consideration for this purpose. You had also promised for extension of Dakinia Talab rail line of Kota. I had written a letter to Shri Bhuvnesh Chaturvedi also in this regard and he assured to allocate five crore rupees for that purpose. The work on that has, however, not been started so far. The Government should pay attention to it. 1700 tickets are issued on Kota station. Recently it has increased to 1717. Computer-system should be provided there for sale and reservation of tickets for the benefit of passengers. When you were pressurised, you visited Ajmer. I do not have any objection to that visit. 21 trains pass through Kota and 14 trains start therefrom, computerisation has not been done there. I would, therefore, like to submit that Computer-system should be introduced there at ticket window and reservation centre. Whenever, I wrote to the department for providing 2 tier A.C. Coach to Dehradun Express, I got a reply that the said coach would be provided as soon as the coach is available. That train runs from Kota thrice in a week. There is much rush in that train so one more coach should be provided to that train. The August Kranti Express that runs through Kota, stops for loading goods only. That train was given a halt of Sawai Madhopur Station because this

train goes to Bombay and so the businessmen of Jodhpur and Bikaner might avail that train for Bombay. But they however prefer to travel by Frontier Mail, there is another Jaipur-Bombay train which is more crowded. If you care to see the chart, you will not find a single passenger boarding the train at Madhopur station. A very few passengers travel by that train occasionally. The August Kranti Express should therefore be provided a halt at Kota station. That will prove beneficial.

There are passenger trains between Kota and Jaipur. They stop at every station upto Sawai Madhopur, except at Keshavrai Patan. Lakheri, Indragarh stations. These trains should stop on those stations also. The Government propose to provide rail-link among all state capitals. It is on priority. I expected that the Government would provide a train connecting Bhopal to Jaipur; but this was not done. I would like to submit that the Government should provide a train between Jaipur and Bhopal via Kota.

I met you last week to make a request. You said that the train going to Dehradun is running in loss. Kota-Bina and Kota-Bikaner trains are local trains. Until a train between Jaipur and Bhopal is provided, Kota-Bhopal train or the Kota-Bina train should be converted into express trains. Kota-Bina train may be extended upto Jhansi and Kanpur. This will prove beneficial. This train remain standing at Bina station for the whole night and it makes departure only at 10'o clock in the morning. Such trains which remain standing on stations may be run to other stations. Moreover, Jaipur-Ratlam-Khandava metre gauge line may

kindly be converted into gauge line. Similarly, Jodhpur-Jaipur-Udaipur Riwari, Ringas, Phulera-metre gauge line should also be converted into broad gauge line.

Pushkar Sarovar is a famous shrine in our State. If that place is linked with rail-line, you will also prove to be a good railway minister like Babu Jagjeevan Ram and Lalit Narain Mishraji. At least I will remember you for ever. You have started the work on gauge-conversion in Rajathan and Jaipur-Phulera line has been made operative. Many thanks for the same.

[English]

SHRI SIVAJI PATNAIK (Bhubaneswar): Mr. Chairman, Sir, the hon. Railway Minister, Shri Jaffer Sharief, while replying to the debate on his first Railway Budget in 1991 in this House said that he stands for the passengers and the passenger's interests and their point of view were uppermost in his mind. He has always been saying so. In practice, what has he offered? All these years, he has increased the fare and the freight charges. That is what he has offered. This has happened last year. The same thing has happened this year also.

While the rise in fare for upper class passengers is six per cent and the rise in fare for the second class passengers, those who travel up to 600 kms., comes to nine per cent. Earlier the fare up to 600 kms. was Rs.107 and it now became Rs.117. That means, the poorer sections of the society will have to pay more in this rise in fare. That is what he has offered for the poorer sections of the society.

What about passengers' amenities? The amount provided for passengers' amenities has been reduced to Rs.60



[Shri Sivaji Patnaik]

crore from Rs.63 crore this year and it comes to only seven per cent of revenue. We are aware as to how second class compartments are being looked after and also about the condition of the second class compartments, in which the bulk of passengers are travelling. We are also aware of the condition of small stations and also road side stations. It has already been said that 800 stations are without drinking water facility and 700 stations are without latrines. The platforms are so low that old persons, children and ladies find difficulty in boarding the train and getting down from the train and sometimes they fell down also. This is the facility, which the passengers are getting. But the railway fare has been increased. Already much has been said on this. I do not want to dilute any further on this.

The recommendations of the Standing Committee have been ignored. The emphasis that has been laid in the recommendations of the Standing Committee is about construction of new railway lines. That has not been given due weight. Things are not done as per the recommendations of the Standing Committee and there is no provision for that.

I would thank the hon. Railway Minister, I have always been demanding and urging upon the Railway Minister, for the sanction of construction of a new railway line, Khurda Road-Bolangir line. What is the amount that has been earmarked for this purpose? Only Rs. one crore has been earmarked. While discussing the last Supplementary Budget, we were discussing as to what could be provided then itself and whether something could be done in this regard. I do not want to argue on this. For this

purpose, some more amount could have been allotted.

Although I thank the hon. Minister of Railway for the sanction of Khurda-Bolangir railway line for which we have urged repeatedly, yet what is the allotment. It is only Rs.1 crore. What can be done with Rs.1 crore?

Now, with the meagre allotment for Sambalpur-Talcher railway line, we do not know when it will be completed. It is stated in the speech of the hon. Minister that Sambalpur to Maneswor will be completed. Sambalpur to Maneswor railway line was sanctioned in 1990's budget when Shri George Fernandes was the Railway Minister. From Talcher to Angul, allotments were also made. But more than 100 kms remain blank in the Sambalpur-Talcher line. Already a line is laid from Sambalpur to Maneswor. So, there is no question of construction and only some renovations are required. Same is the case about Vashvanishpani-Daitari line. That is a vital railway line. Of course, a steel plant was to come up at Daitari whether the steel plant is there or not. It is essential for transport of iron ore from Banspani to Paradeep. We do not know when it will be completed whereas a good amount of revenue of the State to a great extent depends on that line. I do not want to tell other things because we have been telling about them again and again, like doubling the Puri-Khurda line and construction of Haridaspur to Paradeep line. We have repeatedly urged the Ministry of Railways. But these things have not been taken into consideration and during these years almost the same amount, that is around Rs.100 crores is allotted. Of course, some new trains have been introduced. If you see the railway map of Orissa, we can see that practically there is no railway line for Orissa itself

only Calcutta had to be linked with Madras and Bombay had to be linked with Calcutta, as they are there. In this context, we can see how this State has been neglected. Now, what is due to Orissa that is also not being done although an impression has been created that a lot of things have been done for Orissa. However, it is not a fact.

We have repeatedly said about the funding for all these things. But the budgetary support has come down from 75 per cent to 18 per cent during the years. How has it come down? It was repeatedly suggested that some chronic disease is there which has to be rectified.

The Railways pay dividends for the loan. If the loan is taken as grant then only Railways will have the fund for construction. Otherwise, development of railways in the areas where there are no railway lines, cannot be taken up.

It is said that the railway line from Kharagpur to Bhubaneswar will be electrified. But the whole line remains as it is from Kharagpur to Bhubaneswar. From Vijayawada it was to be electrified up to Waltair but it remains blank after that. That is also not there. There is no allotment for electrification of Kharagpur-Waltair line, although in the Budget speech, it has been said that it would be considered. I do not find any allotment for that line.

Similarly the line Adra to Midnapore has not been electrified. But there will be the introduction of Rajdhani Express from Delhi to Bhubaneswar in that line. These things have to be attended to immediately.

There is shortfall in physical target in goods and passenger traffic. Nothing has been said about this. But he has brought another formulas, another thing, namely higher tariff rates to counteract short trade. I think, it is resorting to law of diminishing return, that is, higher rate for lesser movement. There is no innovative marketing strategy to attract high rated traffic. A large scale diversion is going to erode this revenue coming from the goods traffic. No steps have been taken, to rectify this.

The Minister has mentioned in his speech about the workers' participation in the administration of Railways, in management of Railways. But in what form, it will be there is not clearly spelt out. That needs to be spelt out very clearly. The normal practice, the industrial relations, the labour relations that are prevalent in other industries are also not there in the Railways. With regard to various unions, in other factories, all the unions have the right to put forward the demand of the workers. Here, there are only two recognised federations. Excepting them, others are non-entities. Even though, they are legitimate bodies, there is no reason why, normal labour relations which are prevalent in other industries are not applicable to Railways. There is no reason why it should not be done. In other industries, one union is taken as the recognised union and the other unions have the right to put forward their demands. Why is that practice not being followed in the Railways? I would suggest that this practice may be followed.

With these words, I thank you for the opportunity given.

**21.00 hrs.**

\*SHRI SUBASH CHANDRA NAYAK (Kalahandi): Mr. Chairman, Sir, I rise to welcome the Railway Budget 1994-95 presented in the House by Hon. Minister Shri C.K. Jaffer Sharief. I also support the Budget wholeheartedly. Sir, as per the indication made in Railway Budget, 66% of the total provisions made would be generated from the internal resources by Railways. 18% of the allocation will come from the Central Budgetary allocation and 16% of fund would be mobilised by Railways from market borrowing. So, this Budget is a realistic Budget. It will go a long way to meet the growing demand of rail transport in the country.

This Railway Budget is a blessing for the people of Orissa. Several projects in the State which were pending since long have now been considered by the Minister. Till yesterday, Orissa was considered as a neglected State. Now a number of projects have found place in the Railway map by the efforts made by the Minister of State for Railway Shri K.C. Lenka. The Hon. Minister Shri C.K. Jaffer Sharief has also been kind enough to the State of Orissa by making budgetary allocation for some new projects.

The proposed Khurda-Road-Bolangir project was pending since long. The people of Orissa, the Members of Parliament and the State Government had been demanding for the approval of this project since last 50 years. The demand made since half a century has now been fulfilled. Fund has been allocated for that project. But it should be enhanced otherwise it will take long years for the completion of that project.

Sir, I thank the Hon. Prime Minister and both the Railway Ministers for giving due importance to the State of Orissa. Perhaps for the first time since Independence Orissa has been given so much importance. The prestigious Rajdhani Express is proposed to be introduced once in a week between New Delhi and Bhubaneswar. I had a proposal regarding the introduction of Rajdhani Express to Bhubaneswar. I had demanded for connecting Bhubaneswar, the State Capital of Orissa with New Delhi. The Minister has fulfilled the demand, but the train should run daily. Out of total Budget, 5% has been earmarked for Railways and out of the total budgetary provisions made for railways, 20% has gone to Orissa. Fund has been enhanced in 1994-95 for the on going Railway projects in Orissa. The Budget will not create inflation and price rise. I convey my thanks to the Hon. Minister for representing such a nice Budget.

Now, I would like to take the Minister to Kalahandi district of my State. As you know, Sir, it is one of the most backward districts in India. No Govt. was paying attention to the development of this district. The Hon. Prime Minister had toured my district on 22.2.93. He is fully aware of the problem of the people of my district. The entire House is aware of the problem of the people of Kalahandi. By the sincere efforts of the Hon. Prime Minister as well as both the Railway Ministers, Kalahandi is heading towards the path of progress particularly in the field of Railways. The Prime Minister had laid the foundation stone of the new railway line from Lanjigarh to Junagarh on 22.8.93. But there is CAO in Orissa stationed at Bhubaneswar. Due to his

inefficiency Kalahandi is not getting justice in the railway sector. The people of Kalahandi were very happy to learn that the district was going to get due share in the field of Railways. But the CAO and some other vested interests wanted to stall the proposal. I want that the matter may be enquired and I request the Railway Minister to start the project work from March-April this year. Sir, only one crore was provided for Junagarh-Lanjigarh Railway line in 1993-94. Now, 2 crores have been sanctioned for this project. The length of this line is 54 kilometres and so far only 50 lakhs of rupees has been spent on this project. Adequate fund provision should be made for this project. Sir, if the hon. Minister has sympathy for the people of Kalahandi, he should personally go and lay the foundation stone of Bhawanipatra Road station. I make this request to the Hon. Minister on behalf of the people of Kalahandi. In Kalahandi district, there are some Railway Stations like Kesinga-Kandal Junagarh Road, Narla Road and Lanjigarh Road etc. have not been developed. These Railway stations have remained uncared for like the district Kalahandi. I have brought it to the notice of the Hon. Minister of State for Railways Shri K.C. Lenka regarding the undeveloped Railway Stations. I have apprised him the need to raise the platform of these stations. He has also agreed to help us in the development of these Stations. I had also raised these matters in my last year Railway Budget speech. I had demanded the expansion of some Railway Stations in my district. Sir, Kesinga is the gateway of Kalahandi. We go to Koraput via Kesinga. I had been demanding for the construction of an overbridge at Kesinga. I am using different forums to bring it to the notice of the Railway Minister to construct the over bridge at that station. Kesinga is a commercial town. Therefore

there is a need to construct the over-bridge. It is regrettable that till today that over-bridge has not been constructed. The Chief Minister of Orissa stated that it is the responsibility of the Centre to construct the Railway over bridges So, I demand that an over bridge should be constructed at Kesinga and another at Narla Road.

Sir, FCI does not have godown at Kesinga. The foodgrains brought for Kalahandi by FCI are unloaded at Kesinga station. Since there is no storage facility available at Kesinga, the entire stock of foodgrain remain in the open, exposed to sun and showers. As a result the foodgrain become substandard and sometimes not fit for human consumption. If the platform at Kesinga is expanded, the foodgrains can be kept under the roof. At the same time, I want that the basic amenities should be provided at various stations in Kalahandi district. Then there is a shortage of wagons for transporting foodgrain to Kesinga. More wagons should be provided for this purpose.

Sir, I shall be failing in my duty if I do not make a mention of the treatment meted out by the General Manager, Railway to Kalahandi. I had drawn the attention of the Prime Minister and both the Railway Ministers as to how the Railway Stations have been neglected. in Kalahandi. It is regrettable that I could not get any satisfactory reply to my letters. The CAO informed me in his letter that 'I am having the matter looked into The chief Administrative Officer could not write in detail as to whether the work would be taken up or not or there is any other problem so long he is there, no development work can take place in Orissa, I am sure. I demand a C.B.I. enquiry into the allegations against that

[Shri Subash Chandra Nayak]

CAO. Sir a lot of pilferage of railway property is taking place between Rayagada and Titlagarh. I wrote to the Railway Minister regarding the increasing pilferage of Railway property in those Railway stations. The minister wrote a letter to the G.M. who subsequently wrote the D.M. He spent a Police Sub Inspector who met the Senior Station Masters of Khurdha Railway Station and according to his instructions a report was prepared and sent to the G.M. It was stated in the report that no pilferage is taking place in those Railway stations. But Sir, right from Kesinga to Payagada pilferage is regularly taking place in all the Railway Stations. Crores of Railway property is being stolen by a well organised gang. I can prove this fact. Hence I have brought this matter to the notice of the Railway Ministers.

Sir, I had been to Dadra Nagar Haveli. The three Hon. Members have demanded that Paschim Express should have a stoppage at Bhapi Railway Station. Hon. Minister Shri S.B.Chavan had also gone with me where this demand was made.

[Translation]

You should listen to me patiently. If there is any mistake, I will rectify it. My spouse does also get an identity card issued from the Railway-department. According to a provision the spouse avails facility of travelling through trains while the Parliament is in Session, but that facility is not available during inter-session period. A wife is called 'Ardhangni' since she does more than 50 per cent sacrifices for her husband. If an M.P. enjoys the facility of travelling through train daily,

then the facility should also be made available to his wife also.

[English]

Sir, Coromandal Express should have a stoppage at Vijay Nagaram. The people of Kalahandi and Koraput who travel by Coromandal Express will be greatly benefited if a stoppage is provided at Vijaya Nagaram. Sambalpur Express has a special coach for Titlagarh. I demand the extension of Sambalpur Express upto Rayagadh. Shri Rajender Patra from Kesinga has submitted a Charter of demands consisting 21 points for the development of Railways. I have submitted that Charter of demand to Shri K.C.Lenka, Hon. Minister of State for Railways. I hope he will look into those demands. Similarly one Shri Jatin Das, a journalist has sent me a 12 point demand for the development of Railways. I hope those demands should also be fulfilled.

Then, Sir, the Kesinga - Titlagarh line is very old and outdated. That line was laid during the British period. It should be replaced by a new line and these should be a double line between Kesinga and Titlagarh. A generator set should be provided for Kesinga Railway Station. The retiring room should be constructed at Kesinga Railway Station. The Road between the Kesinga Station and Malgodown and the No. 2 Road should be developed. There is shortage of booking staffs at Kesinga Railway Station. Three booking staffs should be posted there immediately. A steel almira should be provided for the Station to keep the requisite office papers.

The first class quota for Kesinga to Bhubaneswar was withdrawn from four berths to two. It should again be made four to meet the growing demand of first

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class passengers. Provision of two reserved berths in First Class should be made for Ranchi passengers in Bokaro-Madras Express. Two berths in 1st Class and AC-2 Tier should be provided for Bombay in Howrah-Bombay Express. Samata Express should be introduced daily. A GRP outpost should be set up at Kesinga.

Lastly, Sir, I would like to say that the Prime Minister has sanctioned fund for the Development of Railways in Kalahandi district. But it is unfortunate that the fund allocated for the purpose has not been spent. The matter should be investigated and the fund provided in the 1994-95 Railway Budget should be properly utilized so that the district of Kalahandi is developed in the field of Railways. Sir, thank you for giving me an opportunity to project my feelings in the Parliament.

[Translation]

SHRI SURAJ MANDAL (Godda):  
Mr. Chairman, Sir, instead of making a speech, I would like to raise some useful points. Railway is a useful means of transportation through which people travel from Kashmir to Kanyakumari and from Calcutta to Bombay and Delhi and that too at very cheap rates. It is but natural that people of India and their representatives are very much concerned about Railways. The people put pressure on their respective MPs and in turn the MPs put pressure on railways. I would like to give some suggestions which may help in reducing rail fares. You should at least not increase the fares for the people travelling in passenger trains, I am totally against it. The recent hike in the fares amount to an increase of 6 per cent in AC First Class and 13 per cent in IInd Class. After 100 Kms one will have to pay

another five rupee on the fare of Rs. 27; even if one travels 101 Kms. If you calculate in this manner you will find that it amounts to an increase of 13 per cent in IInd class fare and 6 per cent in the AC First Class.

Sir, I want to suggest that IInd Class fares should be reduced whereas the AC First Class fare can be increased by another 2 to 3 per cent as money is no problem for the passengers, travelling in this Class, the only thing they want is increase in the facilities for them. I want to submit one more point that a standing reservation system should also be implemented under which one should be allowed to get one's tickets reserved 45 days in advance from one city to another city and for tourist places like Delhi to Calcutta, Delhi to Bangalore and Madras etc. Under this system you should also make arrangements for making 1 crore reservations through computerised system as when one goes to the station for getting one's tickets reserved that involves a lot of expenditure to make sure that one gets one's ticket reserved. You may fix the price of reservation from as Rs. 100 per form and as per the survey of Railway at least 10 lakh persons come for reservation then you can imagine money Railway will earn through this system. My second point is about wastage in Railways. The reservation forms are kept on the counter and these are available free of cost. Everybody knows that how these are wasted. So, you may fix some price for the reservation from it will not only stop the misuse of these forms but will also add to the income of Railways. My another point is that there are a large number of officers in Railways. There is a saying in the rural areas,

"Jitni Bher Nahin Hai, Usse Jyade Charrae Wale Hain,"

[Shri Suraj Mandal]

The strength of supervisory staff is much more. There are four supervisors on every worker and they want him to work in their particular style as a result thereof the worker cannot perform his duty in a proper manner. The recruitment of employees, except those on compensation grounds, is banned whereas the recruitment of officers is being continued. Likewise the fares are increasing, the number of passengers are increasing but the earning are on the lower side. The Railway records show a decline in the number of the passengers.

AN HON. MEMBER: People do not buy tickets.

SHRI SURAJ MANDAL: Why do not they buy tickets, the Government must consider this aspect and take necessary steps in this regard. I hope that the Hon. Minister would give due consideration to it.

Many Hon. Members have remarked that Bihar has not been given any attention in this Budget probably they do not consider that Jharkhand area is a part of Bihar. A new 65 Kilometer long Railway line Dumka-Mandari has been sanctioned for my area, although funds have not been sanctioned for the purpose but still I would like to thank the Hon. Minister for his kind gesture.

SHRI RAM KRIPAL YADAV (Patna): I will tell you how many projects have been shelved.

SHRI SURAJ MANDAL: Mr. Chairman, Sir, I want to submit that if a person from Bihar becomes the Railway Minister then as a Rail Minister he

becomes responsible for the country as a whole. When George Fernandes became the Railway Minister, he devoted most of his time for the development of Konkan Railways. He became an M.P. from Muzaffarpur and devoted his time for Konkan Railways. He did not sanction even 1 kilometer of Railway line for Bihar. Not a single new line has been constructed in Bihar since the British period. Even Britishers did it for the sake of carrying materials from there and not for providing any facility to the local people there. The line from Calcutta to Mughalsarai Grand Card and Howrah-Patna line was not constructed for the people of Bihar but for the people living in Calcutta. Recently this line has been doubled but a portion from Kajra-Kayur has been left untouched. There are forests there, A meter gauge line from Tin Pahari to Rajmahal was constructed in order to take those Santhals away who were waging a fight for the Independence as there were no roads. Today, if we give any suggestion in respect of any area then officers reply in such a manner, as if they are the only experienced ones. (*Interruptions*)

These are only theoretical points. Now I will say something about my region. Railway has exploited Bengal and Bihar. There are two zonal offices in West Bengal and within a distance of 10 Kms. There are two General Managers. The population of Bengal is 6 crores whereas Bihar has a population of 9 crores. There are 6 DRMS and two General Manager in Bihar and in comparison to it there are only 3 DRMS in Bihar. Railway gets a haulage of 16 per cent coal from Santhal Pargana, Chhota Nagpur and Jharkhand region, which is supplied to various thermal power stations. There are 23 trains which carry coal from here. What is the present condition of the Railway Stations. For instance, look at the

condition of Railway Stations at Baroda and Ranchi. I have won from Madhupur. A loco shed was there but the Diesel Shed was removed. There are 21 Electric and Diesel Sheds in Bengal and six in Bihar. There is a DRM in Malda because Shri A.B.A. Gani Khan Choudhary was the Railway Minister at that time and everything is politically decided in this country. There used to be 41-42 companies of Railway during the British period. By dividing the country in 42 zones the smooth running of Railways was ensured. After the emergence of Indian Railways these zones were limited to 9 zones. There are two zones each in Delhi, Calcutta and Bombay. I, therefore, demand that the number of Railway zones should be increased. After the headquarters of Eastern Railway and South Eastern Railway were shifted from Ranchi, what are the other sources of income. There is a zonal office in Ranchi, you should also provide its Headquarters there than only one can hope for development. You only listen to those who make a hue and cry but we do not believe in such tactics but we should also get something. The Rajdhani Express should be run via Patna but not like this that it arrives here on Saturday and leaves on Sunday. I had written a letter to the Hon. Minister. In his reply he has stated that coal field organisations opposed it. This train runs for five days in a week on this route. Even persons from Asansol division approve it. The G.M.S of Howrah and Garden Reach also oppose it. Suppose we do not let a train go to Bengal via Patna then what will happen. Therefore, I request for justice. The Rajdhani starts from here on Sunday and then a Deluxe train leaves after it, then how can you get passengers. As a substitute we had suggested that Rajdhani should be started from one end and Deluxe from another. A.C. Chair Car and A.C. first class have been removed

from Deluxe train. You can run Rajdhani trains for Bombay because influential people demand for it. We also demand that First Class A.C. and three tier should be provided in Deluxe. The train from Ludhiana reaches Dhanbad at 4.30 A.M. Its departure from there is at 10.00 P.M. Thus it waits there for 18 hours. It would be better if its route is extended further.

I am thankful to the Hon. Railway Minister that he started Patna and Pune Express train, but it runs once a week which should be increased to at least twice or thrice a week. Considering Ranchi as a capital a super fast train in the name of Jharkhand should be started between Delhi and Ranchi. I hope that the Hon. Minister would mention it in his reply. Bhubaneswar bound Rajdhani Express should be run via Ranchi, it will add to the honour of the nation. Because they earn a list of money for the nation. It is our coal which is running trains as well as our country.

The Railway should chalk out a scheme in order to curtail its expenditure. Whenever a G.M. or any higher official comes for inspection then work is done day and night. If the contractor leaves the work undone even then full payment is made to him. Therefore, I feel that there is no need for such inspections. Shri Joshi was just mentioning about scrap. I know that previously a lot of bungling was being done on this account. This time Planning Commission has checked the loopholes that is why one may find some changes there. We has also submitted few suggestions in this regard. A change has been made in the scrap system. Previously, the contractor used to enjoy monopoly and managed to buy scrap worth; one crore in Rs. 10 lakh only but now Railway has opened it for all. This way it is earning a lot of money. I wish



[Shri Suraj Mandal]

that the monopoly of contractors should be fully done away with, it will further add to the income of Railways.

Mr. Chairman, Sir, while speaking on the Railway Budget I had submitted last year also that the full name of RPF is 'Ration Pani Free' and therefore, there should be full control on it. To remove discontentment among backward areas of Bihar new rail lines should be constructed and new trains should also be introduced. I once again would like to thank the hon. Minister of Railways for paying special attention in this regard.

KUMARI UMA BHARTI  
(Khajuraho): Mr. Chairman, Sir, I would like to categorically promise to all the hon. Members that I won't take more than 5-7 minutes because I am indisposed today. I rise to bring to the attention of the hon. Minister of Railways a few points.

Since the presentation of Railway Budget in 1990, the people of Bundelkhand had been awaiting announcement for the last four years that work on Singrauli rail line would be started. Bundelkhand region is undeveloped and backward due to absence of rail network. Only one rail line i.e. Lalitpur-Jhansi rail line caters to the region. Mahakaushal Express runs on this line. It touches just a few parts of the Bundelkhand region and most of the districts of the region are not connected by the rail link. Natural wealth of the various districts of the region i.e. Chatarpur, Tikamgarh, Lalitpur, Panna, Satna and Damoha could not be exploited. Population of the region is in crores and cannot be uplifted in the absence of rail network. Even

industrialists are not prepared to set up industries in the absence of rail network. Therefore, I urge the Government to start work on the new rail lines in view of these points. Industrialists do not venture to the areas where there are no rail lines. Rail link is also not provided in the areas where there are no industries. Situation has come to such a pass that no work is being done.

Mr. Chairman, Sir, the Government's attention has not been drawn towards the precious Granite stone deposits found in the area. Granite stone is found in thousands of acres of land in Tikamgarh, Chatarpur and Lalitpur districts of the region. World famous Diamond mines are located in Panna. When this issue was taken up with the hon. Minister of Railways, he retorted "should the rail line be constructed for diamonds"? I would like to submit that since the diamonds are to be transported from Panna to other places for cutting, in the absence of rail link this work remains incomplete. Rail line should be constructed so that Granite stone industry and Diamond industry may prosper there.

Mr. Chairman, Sir, coal from Singrauli is being transported by making a detour to Rajasthan and other places as a result of which the Railways is incurring huge losses. I would like to submit that earlier during the Janata Party regime survey of Lalitpur-Singrauli rail line was completed but the work could not be started due to sudden collapse of the Janata Party Government.

Since then the matter had not been taken up again. Therefore, a fresh survey should be conducted. Congress has continuously been in power at the Centre.

When it formed the Government again I was also elected to the Parliament. I have raised all the pending issues here in the House and all the hon. Ministers of Railways promised me that survey of Lalitpur-Singrauli rail line will be conducted soon. Promises made to get the survey conducted are not being fulfilled. For the first time I was expecting that something concrete will come out, because the hon. Minister of Railways has assured me in writing that in the new Budget survey work will definitely be got conducted. Fortunately the hon. Minister of Railways is present in the House. In writing he replied to me that survey of Lalitpur-Singrauli rail line will be definitely got conducted. Survey should not be done just for the name sake but for constructing rail line. However, when the Rail Budget was presented we were quite depressed because there was no mention of Lalitpur-Singrauli rail line. When BJP was in power in Madhya Pradesh a resolution for the construction of these rail lines was passed in Legislative Assembly the then Chief Minister Shri Patwa had met the President alongwith some MPs and presented a memorandum to him. Two new rail lines were mentioned in the memorandum viz Delhi-Rajhara rail line which was considered essential for the development of Bastar and the other was Lalitpur-Singrauli rail line. However, even after giving a written reply the hon. Minister did not make any mention of these rail lines. Thereafter, I, alongwith S/Shri Rajendra Agnihotri and Ramkrishna Kusmaria in a delegation headed by Shri A.B. Vajpayee met the hon. Minister. It was a pleasant surprise for me that the hon. Minister listened to us attentively and also called the officials there. I would like the hon. Minister to reiterate in the House the promise made earlier in the presence of Shri Vajpayee. The hon. Minister assured that by

December survey work will be over and if the rail line is found to be economically viable, next year announcement will be definitely made.

Mr. Chairman, Sir, it is a debatable point that how a rail line should be considered economically viable? Therefore, I have decided not to waste the time of the House as well as of the hon. Minister in this regard. Bundelkhand region is predominantly inhabited by the Scheduled Castes and the Scheduled Tribes. On top of it, at least 10 lakh workers belonging to Bundelkhand region have come to Delhi for livelihood. They do not get regular work and their position becomes pitiable during rainy season. They are landless labourers who are being tortured & exploited by the feudal lords. They have to tolerate atrocities. Therefore, they have only two options. One, to come to Delhi to earn livelihood, or to indulge in small time dacoities. Small time dacoit gangs move about freely there and the conditions become so miserable for them that they are left with no other option but to take to such dacoities.

Mr. Chairman, Sir, the whole House will be surprised to know that hundreds of villages in my constituency have become desolated and, whosoever visits the area will be definitely moved by the conditions prevailing there. Whenever we visit the area and enquire about the reasons from the villagers they inform that people do not own lands; nor are there employment opportunities. Therefore, they are compelled to migrate as a last resort. All of them are unanimous that if rail line is laid, thousands of small or big industries will be set up there as the area is rich in natural resources. This rail line is going to benefit the poor masses of Lalitpur, Singrauli, Chatarpur, Panna, Damoha and Satna. Economic viability is one point

[Kumari Uma Bharti]

but definitely it will prove to be a boon for the region. I would like to urge that we should rise above party politics and cooperate in this regard for the benefit of the poor. I expect the hon. Minister to give a satisfactory concrete reply here in the House too as was given by him in his office. By December survey should be completed and the rail line be got constructed, if found economically viable in the interest of the poor. I expect the hon. Minister to make a categorical assurance in the House. With these words I conclude.

SHRIMATI SAROJ DUBEY (Allahabad): Mr. Chairman, Sir, I rise to oppose the Railway Budget because the hon. Minister of Railways has presented such a Budget which has belied the hopes of the common man. The common man is already under great stress due to recent price hike of various commodities like diesel, petrol, gas, wheat and sugar and has not yet recovered and the hon. Minister Shri Jaffer Sharief has very tactfully increased freight rate and railway fare, and gave a severe blow, ultimately pushing them to disappointment.

Sir, there is a saying "Fair within and foul without". The saying applies to the hon. Minister in the true sense. He continued to assure the common masses of providing relief and facilities but managed to extract one thousand crore rupees from them very tactfully, thus putting heavy burden on them. Did the hon. Minister not realise that increase in the freight rate would lead to inflation?

So, far as the railway passengers are concerned, railway journey has become too expensive for common masses. The situation has reached such a pass that the people belonging to

working class would perhaps not be able to go to their home town even on festivals like Holi, Diwali, Id, Bakrid etc. This is the matter which needs serious consideration. If the distance exceeds 100 kms., they will have to pay one rupee to twenty rupees more. Similarly an increase of one rupee to forty rupees on monthly pass for suburban travel has also created extra burden on daily passengers. If the hon. Minister is unaware that majority of the daily passengers are poor and salaried class people. Today a common man has to struggle hard to fulfil the needs of the family. By increasing the fares, hon. Minister of Railways, has added to the difficulties of man who is already being crushed under the strains of poverty. This act of the hon. Minister has also restricted the movement of poor and unemployed youth who go from one State to the other in search of employment. The Railway passengers and the consumers would find it very difficult to bear the burden. Increase in fare has created a very disappointing situation for them.

The fare of AC sleeper and AC chair car has been increased by 6 per cent. This can be understood to some extent. However, the proposal of keeping the fare of AC three tier 25 per cent higher than that of AC chair car does not seem fully justified. The fare of Rajdhani Express, August Kranti Express and Shatabdi Express are higher to such an extent that a common man can never think of travelling by these trains. Rather the Government should have revised the fare of these trains to a reasonable extent so that a common man could also travel in them. The Government should have thought at least about them and given equal rights to them.

The hon. Minister of Railways while presenting the Railway Budget for the

year 1994-95 expressed a great confidence when he stated that the Government wanted to make the railway service transparent so that people may offer their suggestions for bringing about improvement in it. But I would like to draw the attention of the hon. Minister to the unanimous recommendations of the Standing Committee regarding Railway Ministry which have been totally ignored by the Government. When they ignore the recommendations of Standing Committee then how would they consider the suggestions of common people. The trains are running late these days. I could not reach Delhi on time on the day the General Budget was to be presented only because the Deluxe train was running only seven hours behind schedule. Many other hon. Members were also late due to the same reason. The trains should not run late. At least punctuality should be maintained.

Incidents of thefts and dacoities take place in trains. A theft incident took place in train at Allahabad. When the culprits, were taking the stolen things in a truck through the city, the police caught them. However, the Railway police did not take any action against them. What to talk of getting a berth a common man finds it difficult to get even place to stand in the compartments. Poor women with their babies in their laps travel in toilets while the young men travel standing on footboard. No where in the entire Budget we get an impression that the Government is worried about a common man. Had the Government considered over the problems of common man, it would have certainly given thought to bring about improvement. On one hand the railway fare has been increased while on the other hand a common man travels as if cattle are taken. At platform he does not get even drinking water, nor there is

any provision of public toilets there. Even drinking water facility has not been provided at most of the railway stations.

The Government introduced 'The Palace on Wheels', we did not raise any objection. Those who have black money, may waste it in luxuries. However, a common man should get at least a seat while travelling and drinking water facility should be provided. If you would have provided them at least the basic facilities he would have felt proud that he is travelling in a train of independent India. Just as the county is divided into two sections—the rich and the poor, similarly railway facilities have also been divided into two parts—one for the rich people to enjoy luxuries and the other for the poor people already leading the life of scarcity. My submission is that if the Budget was presented in the name of common masses, you should have provided facilities to them.

The revenue during the current year is likely to be lesser by Rs. 581 crore from the expected amount. One of the impacts of it that the plan outlay has been reduced by Rs. 300 crore. This will certainly have an adverse affect on the proper functioning of Railways.

The Government rejected the traditional loco engines and imported electrical engines of 6HP with the money taken as loan. Are the engines manufactured at Chitranjan Locomotives are of subquality as compared to those manufactured by others? There is demand of engines manufactured at Chitranjan Locomotives in other countries. They are being exported to other countries, but discarded in our own country. It is not good on the part of the Government to illuminate the houses of others by keeping our own home in dark.

[Shrimati Saroj Dubey]

The funds allocated for the renewal of railway lines during the year 1994-95 are inadequate as compared to those allocated in 1992-93. Railway lines are not being replaced. The hon. Minister is aware of the fact that most of the train accidents take place only due to the outdated railway lines. Therefore, attention should be paid towards this also. In 1992-93 the total funds earmarked for renewal of railway lines was Rs. 1273 crore and in 1994-95 it has been Rs. 1270 crore. The Government also neglected the programme regarding the laying of new railway lines. Had adequate attention been paid towards this, it would have not only generated more employment opportunities but also expedited the work of laying the new railway lines all over the country. Only two railway lines have been approved in the current Budget and a meagre amount of Rs. 50 crore has been allocated for the purpose. A railway line in Jammu-Kashmir has been approved—this is quite appreciable.

The hon. Minister has spoken emotional sentences about Jammu and Kashmir. Maximum possible amount should be allocated so that the people of valley are convinced that development is being made there.

SHRI JAFFER SHARIEF: How much more amount should be allocated?

SHRIMATI SAROJ DUBEY: Two railway lines are inadequate. If you would have extended the railway lines, more employment opportunities have been created resulting in development of the country. If we want Railways to become self reliant, long terms schemes for increase in revenue and production will have to be formulated. Hon. Minister of

Railways has forgotten that Railways is not the only means of transport. There is a net work of Roadways parallel to it in several States. They are more reliable than Railways. Besides, LB multinational company is trying to establish itself in the field of transport. Our new railway lines are not so encouraging. The Railway Budget, at no place, gives an impression that efforts are being made to compete. Due to irregularities, Railways is losing its credibility. No initiative is proposed to be taken in this regard.

The hon. Minister has talked about the reconstitution of Railways at Zone level and block level. The Railway Reforms Committee had recommended, a long time ago, to open two more zonal offices. I have been repeatedly making requests for the last two years for setting up of a zonal office at Allahabad for Jabalpur and Allahabad. But no attention has been paid in this regard. The Government always give a plea that it is not possible due to financial constraints. In Bombay there are two zonal offices—Western and Central. The Government should take into consideration the recommendations of the Railway Reforms Committee for setting up of Zonal Offices at Allahabad with a view to minimise the work load and to provide facilities to the people there. Thus they should fulfil the long awaited demand of the people.

The then Minister of Railways Shri Janeshwar Mishra had laid the foundation of Rail Yatri Niwas. If a Minister lays foundation stone of a building, the work should be started as an honour to the minister. Would the hon. Minister feel happy if the hon. Minister who succeeds him when he is not in power, discontinue the projects introduced by him? Hence the work of this Rail Yatri Niwas should be completed as a honour to the former Minister.

Amount of Rs. 25 crore has been earmarked for the purpose of railway crossings. We do welcome it. However, there may be some financial problem in the construction railway level crossing gate. This work is divided equally between the Railway Ministry and the State Government.

After getting the approval of the Central Government when we write to the State Government, they replies that they were going to start work. But when the State Government starts work, the Central Government creates obstacle in that. Some times it happens that the Central Government gives approval but by that time the State Government is changed. Consequently the work on the railway crossing is not completed in time. This often causes loss of life and property. A Joint Committee of State Government and Railways should be appointed which should give suggestions for construction of railway crossing wherever required. It will check unnecessary delay and the daily accidents would also be avoided.

We have been demanding the construction of railway crossings at Allahabad and Samahan Sonai, continuously for the last 45 years. Some work had been undertaken there, but in the mean time the State Government changed. Following this the files were closed. In order to prevent the frequent occurrence of accidents there, the construction of Railway crossing has become very essential. The railway crossing at the Allahabad Polytechnic college divides Allahabad city into two parts. Many important trains pass through it and the railway crossing is closed after every half an hour.

**22.00 hrs.**

Consequently, the employees of offices and students of all the degree colleges there have to wait for several hours. I, therefore, demand the Government to construct an overbridge at the railway crossing at polytechnic college, Allahabad so that citizens of that area do not have any problem in crossing the railway line and thus can reach their schools, colleges and offices in time.

There is a railway overbridge at the Yamuna river near Naini at Allahabad. It is quite dilapidated as its life span is over. But no attention has been paid so far by the Government. I am afraid that the bridge may be swept away in the strong current of the Yamuna and may cause heavy loss to the life and property. I would, therefore, like to submit through you that the Government should immediately prepare a project regarding construction of the said railway-bridge so that any mishap in the future may be averted. This is more important particularly in view of the fact that 'Purn Kumbha' is going to be organized in Allahabad and is likely to be attended by crores of people. The Government should not neglect the serious problems of such an important town.

Moreover, the people will be greatly obliged if a stoppage of Shatabdi Express is provided at Allahabad station. Last time, I had demanded to introduce a new train from Bombay to Allahabad and from Allahabad to Agra. My this-demand is being neglected on one or the other pretext. Thousands of persons of Allahabad, Pratapgarh and Mirzapur go to Bombay for jobs. As there is no direct train they face a lot of problems. I would, therefore, like the Government to accept my demand.

[Shrimati Saroj Dubey]

I would further like to remind the hon. Minister of Railways that there are such persons attached with railway who work on railway platforms round the clock and serve the passengers. They are coolies, who help passengers in getting their seats in trains whether it is the morning or the evening or the noon time. I would like to demand that coolies who provide 24 hours service should be given the status of the grade four employees and moreover they should be provided all those facilities which are availed by the grade four employees in the Government service. There should be justice with them since they carry heavy luggage of the travelers.

By providing pass-facility to Shri Kapil Dev who has enhanced the prestige of India world over, the Government has really done a commendable job and for this it deserves to be thanked. This will boost the morale of the players of our country. In this regard I would further like to submit that the quota for players in Railways should be increased so that people may be encouraged to join sports.

Bihar has been neglected in the matter of budgetary provisions which has caused frustration among the people of Bihar. It has been stated that a survey has been conducted to link Giridih with Kodarma through a rail line. We will be highly obliged if some provisions are also made for this line in the present budget. You are responsible to ensure development of the whole of the country for which people are hopefully looking towards you. Development can be ensured only when the Government intends to do it. Industrial development largely depends on the development of railways. I would therefore request you to

kindly pay attention to Bihar and Uttar Pradesh which have been neglected. The Government should be impartial rather than maintaining double standards. Bihar is also the integral part of the country. The Government should also pay equal attention to Bihar by including it in under the development plans.

Suraj Mandalji said about you that you are a good Minister, I, however, do not share his views. You can be a good Minister only when you succeed in preventing rail-accidents. You have said that there has been a decline in the number of rail-accidents. But I, object to it. If a person is suffering from 106 degree of fever and if his fever is brought down to 105 degree by giving him medicine, then it cannot be claimed that the patient is being taken care of. As a matter of fact, the patient is not out of danger yet. I do not have the exact data with me, yet if the number of rail-accidents are reduced to 420 from 427 as is claimed by the hon. Minister, he cannot say that the number of rail accidents has come down. The Government should check the rail-accidents completely. There should be a check whether accidents are caused due to some lapses on the part of rail-employees or due to some technical fault. Moreover, victims of rail accident should be provided proper compensation. People are scared to travel in rail. Rail-accidents are reported every day and several people lose their lives. I would, therefore like to submit that the Government should strictly control such rail accident.

With these words I would like to express my thanks to you for undertaking the work of gauge conversion in my constituency; but I would like to submit that this is progressing very slowly. The construction of over-bridge on the river

Ganga in Fafamau is also on a slow progress. When the Government is investigating money on this project, the people would have been obliged if the work on it was completed soon. I would, therefore like to submit that the Government should issue instructions to get this work done quickly.

Although the work of making Allahabad Railway Station as a model station has been shown on paper no concrete action has been taken in this regard.

22.05 hrs.

[SHRIMATI GEETA MUKHERJEE *in the Chair*]

I would, therefore, like to submit that a town like Allahabad which is politically and socially very awakened should not be neglected and should be kept in the development process. I would further like to submit that coolies working round the clock on railway platforms should be given the status of fourth grade employees, so that they could also live a happy life.

SHRI BHERU LAL MEENA (Salambar): Mr. Chairman, Sir, I rise to support the Railway Budget. Railway is an important department of our country. It provides great facility of transportation of goods as well as the passengers. The fare of railway is much less than the fare of other mode of transport. On this occasion, I would like to remind you the land of Maharana Pratap. Maharana Pratap belonged to Mewar which falls under what is at present known as Udaipur. Maharana Pratap did not accept the dominance of any one on that land. Maharana Pratap is a famous name in the world. That famous place associated with Maharana Pratap has not been linked

with any important railway line. Had it been linked with any rail line it would have made progress in the world. Tourists from every nook and corner arrive there, but the passengers have to face a lot of problems there. Whenever I come here from Udaipur I see that foreign tourists have to travel by buses, and by taxis because there is no other mode of transport available there. There is only one train in Udaipur Division. This train had been in operation since British period but when the country achieved independence it was named as 'Chetak Express'. Chetak was the horse of Maharana Pratap. At that time the population of India was 30 crore; now it is 90 crore. But there is only one train in Udaipur division. I would also like to draw your attention to the mineral reserves in Mewar area of Udaipur division. There are deposits of Lead, Zinc, Super-phosphate etc. in that area. There are also marble mines in that area. The marble is exported to other countries from there. In spite of all that, this area has not been provided with adequate railway linkage.

Sir, I would like to take this opportunity to submit that Udaipur division is an important tourist placé. Tourists who earlier used to go to Kashmir now go to Udaipur because there is disturbance in Kashmir.

Like Kashmir, Udaipur is a city of lakes. Historical districts like Jodhpur, Chittore etc. are there under this division. That is why it is necessary to pay attention to those towns. Ever since I have been elected to this House I have been hoping that the name of Udaipur will figure in the Budgetary provisions; but every time I have been disappointed. I have to submit with sorrow that that here 'Might is Right' dogma is in practice.



[Shri Bheru Lal Meena]

Those who talk more and those who are nearer to power\* succeed in getting their work done.

[Translation]

Mr. Chairman, Sir, I would like that keeping in view the historical importance of Mewar, it should be linked with important trains. Members are demanding either doubling of lines or introduction of Rajdhani Express in their areas or electrification of routes I am only asking for the introduction of a train.

[English]

MR. CHAIRMAN: The word \*..... is an unparliamentary term. I hope you do not insist on retaining it and withdraw it on your own.

[Translation]

SHRI BHERU LAL MEENA: I withdraw that word. The population of Rajasthan has increased by three crores and there is no broad-gauge line in the State. Therefore, I urge upon the Government to provide at least three new trains in Rajasthan. In Rajasthan only Kota-Bharatpur sector has broad-gauge line, that too because it falls on the Bombay route. Jaipur is a historical place and is also the capital of the State. But it has so far not been linked with broad-gauge line. I submit that there should be provision for it in the budget. For the convenience of the people of Jaipur, Ajmer, Bheelwara, Udaipur and Himmat Nagar these cities may be linked with broadgauge line from Delhi and Bombay.

It will promote tourism and facilitate tourists. It will also help to explore the mineral deposits. We talk time and again for the upliftment of backward classes. But we are unable to set up industries in the absence of proper rail lines. These backward areas must be linked with rail so as to ensure their social and economic development.

I would like to make another submission. There is no workshop near Chittor, Udaipur and Doongarpur, etc. That is why I request that a workshop may be set up there. It will ensure the participation of tribal people in railways. They will get employment opportunities. Now the situation is that these people have nothing to eat and have no employment opportunity.

I would like to submit that a Railway workshop may be set up at Udaipur. It will provide livelihood to the local people. Foreign tourists visiting Udaipur feel difficulty in getting reservation. Therefore, computers may be installed at Udaipur Railway Station for reservation. I would also like to say that the rail line from Mavali to Bari Sadhri should be linked with Mandsaur, Madhya Pradesh, and Bombay rail line. It should be connected with it to facilitate the tourists to visit Jodhpur, Ajmer and Chittor. It will attract maximum tourists. There is one M.P. each from Bheelwara, Jodhpur and Chittor and two M.Ps. from Udaipur. Three trains should be introduced on this route from Udaipur to Delhi whereas at present only one train runs from here. I would also like that separate trains should be introduced for Udaipur-Jodhpur and Ajmer to facilitate the tourists. Stoppages of Chetak Express should be reduced.

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\*Expunged as ordered by the Chair.

The Pink-city which runs between Udaipur and Delhi covers this distance in 16 hours whereas Chetak Express takes 22 hours.

[English]

SHRI S. SIVARAMAN (Ottapalam): Respected Madam I rise to oppose the Railway Budget presented by the hon. Railway Minister. This Budget will increase inflation. This Budget will become a burden for the common man.

The increase in the fare and freight charges will be an additional burden for the common man of our country. It is because, the Government had already increased the freight charges. The Government had already increased the prices of petrol, diesel, sugar, rice etc. The increase in Railway fare will adversely affect the common man because in our country, most of the people depend on the Railways. Even in Kerala, the essential goods come from Northern States. So, the increase in the prices of diesel and petrol will indirectly increase the prices of the essential goods. This clearly shows the attitude of the Government.

There is also a long standing demand from the backward areas of the country regarding provision of essential facilities for the passengers. The Railways are the only mode of transport which the common man can use in our country. The Indian Railways are one of the largest Railways in the world. A lot of schemes are needed for modernisation of Railways. It is because, the Railways pave the way for development. In spite of that, even today, we are not taking proper steps for modernisation of Railways. Both in developed and developing countries, the Railways are given the topmost priority as far as modernisation are

concerned. So, my request to the hon. Minister is that he should take steps for modernisation of Railways in such a way so that the running time of the trains could be reduced. Old and dilapidated railway coaches should be removed. Better food and other facilities should be made available to the passengers. Railway stations should be made more comfortable for the passengers.

I come from Kerala, Keralites travel by train after purchasing tickets but in other states, it is often seen that the passengers travel without tickets. Both areawise and populationwise, Kerala has the lowest kilometreage as far as the railwaylines are concerned. Kerala is always neglected by the Railway Ministry. Lakhs and lakhs of people from the tiny little State of Kerala are leaving Kerala and settling in other parts of the country. The main reason being there is no rail link. They are suffering due to lack of rail facilities. So, I request the hon. Minister to give the following facilities in order to help the people who are living outside Kerala.

Your consider introduction of one more train from Bangalore to Trivandrum. The frequency of Cochin-Bilaspur Express should be increased. Instead of having a bi-weekly train, this train should run four days a week. Pantry cars should be attached in all these trains. One train from Bhopal to Cochin should be introduced. There is an impression that Kerala has got a lot of facilities through the Budget That is not correct. The total allotment for the State of Kerala is only Rs. 29 crore. On the contrary, Karnataka has got Rs. 290 crore. This is an example how the Government discriminates when the question of Kerala comes. I would like to make certain genuine demands to the hon. Railway Minister. It is good that even though laying of Guruvayoor-Kuttipuram

[Shri S. Sivaraman]

railwayline had been announced but not a single paisa had been earmarked for taking up this work. The hon. Minister should provide adequate fund for the survey work.

It is good that Rajdhani train had been introduced in Kerala but it will not help the common people.

Before the Railway Budget was presented, the Members of Parliament from Kerala had unanimously recommended doubling of Shoranur-Mangalore railwayline. The Railway Minister had promised that he will allot a token amount for this purpose but I am surprised to see that the amount that had been allotted in the Railway Budget was only for 26 km. Kuttipuram-Calicut railwayline. My request to the hon. Minister is that it should start from Shoranur but diverted from Kuttipuram. This is a clear discrimination towards Shoranur which is the biggest railway junction of Kerala. Therefore, I am again requesting the hon. Railway Minister that the work for doubling of railwayline should be done from Shoranur-Mangalore. For this purpose, additional amount should be allotted. For completion of Shoranur-Mangalore rail link, the estimated amount of expenditure is Rs. 60 crore but in the Budget, only Rs. 2 crore had been earmarked which is not adequate.

The decision regarding survey of Kottayam-Punalur (Sabarimala) rail link is a welcome step, But mere survey will not help the people. Survey of Kottayam-Punalur rail link is somewhat different from Shoranur-Mangalore rail link. So, adequate amount must be allotted for this purpose. The survey must be completed

within a stipulated time and without any delay. The work should start in order to meet the hopes and aspirations of the people of Kerala.

More trains should be introduced in the newly opened Cochin-Kayamkulam coastal line.

The late Prime Minister, in one of the meetings, had announced setting up of a rail coach factory in Palghat but till date nothing has been done in this regard. In the Budget, no mention has been made about the allotment of a proper workshop in Kerala. I request the hon. Minister to do the needful for the people of Kerala.

With these words, I conclude my speech.

*[Translation]*

SHRI RAJENDRA KUMAR SHARMA (Rampur): Mr. Chairman, Sir, while discussing Railway Budget I would like to say that I am not opposing it but when you listen my views you will feel that my criticism was right.

Mr. Chairman, Sir, the railways is an important organisation for the country because it unites the country. It unites the county from Jammu in the North to Kanyakumari in the South. But it has not provided these facilities during the last 47 years which it should have provided. Today, in our country out of 62486 kms rail line only 11288 kms. has been electrified. 21 per cent of total revenue is spent on diesel trains and electric trains. The Government should not reduce it further. You cannot evaluate your achievements in terms of expansion of rail lines. For that purpose, electrification of

only 500 kms of rail line has been mentioned. It is inadequate. It has been reduced continuously since 1987. In the past, the Department of Railways used to get maximum financial assistance from the Ministry of Finance which has now been curtailed. It has been reduced to 16 per cent from 51 per cent in 1987. It is my firm belief and also of other M.Ps that if the Department of Railways takes steps in the right direction then there would be no need of this 16 per cent too.

Mr. Chairman, Sir, today, under the prevailing situation, the consumers are not sending their consignments through Railways because road transport is far cheaper.

The consignments which take 10-15 days to reach Calcutta, Madras or Bangalore from Delhi by rail, reach sooner by road transport. Some days ago a Railway Officer has opined that if we reduce 72 bogies of goods trains to 36 bogies it will be able to reach on second or third day as its destination due to high speed. This idea must have been brought to your notice also. You have to take a decision in this regard. Once the Committee on Rail Transport had recommended that 72 per cent of loading should be done by Railways and 28 per cent by road transport. But even after 15 years there has been decline. The Government have failed to achieve even 50 per cent of it. Its one of the main cause is that there has been a continuous decline in the capacity of Railways. Due to higher passenger density, the pressure on main routes is increasing.

As a result thereof, our Railway Department is unable to do that, which compels our consumers to look their goods to be sent by the other means on a higher rate of payment. Hence, the rolling

stock capacity on our railway routes is required to be increased. The problem has taken a more serious turn due to reduction in the budgetary grants. I would like to suggest the solution to this problem later on. Today on one hand Railways have to take care of the interests of the people, whereas on the others, they shall have to work as a commercial unit also. Without increasing the resources of its income, it will not be able to undertake its expansion. Among all the PUs of the country, Railways are the largest which employs 16 lakh people. I would like to submit to the hon. Minister that after independence, the number of officers in the railways has gone up while the number of other employees has not increased in that ratio. What is the reason for such a difference in the number needs to be looked into.

Mr. Chairman, Sir, now I would like to cite some facts from the C.A.G report for the year 1992-93. It says that the capital productivity i.e. return on the capital in the railways is far below the expected level of 10 per cent. From this, one can easily have an idea of the internal position of our Railway Department. Since the booking station was not shifted for Meghalaya from Joshighosa to New Guahati, we could not earn an additional revenue to the tune of Rs. 2.22 crore during 1989-90 which we treat as a loss of revenue. Due to wrong estimation of coal in respect of Meghalaya, a revenue loss of Rs. 2.22 crore was incurred. Due to lack of proper planning and non-observance of rules in the transportation of food-grains in Northern and Western Railways they had to incur a loss of Rs. one and half crore. Due to the revision of minimum weight condition for loading dates and oil in the Western Railways and for newsprint in the Southern Railways a loss of Rs. one and half crore was

[Shri Rajendra Kumar Sharma]

incurred. Due to provision of irregular grant on loading rate of salt, the Western Railways had to bear a loss of Rs. 1.51 crore. Due to wrong classification of eucalyptus wood, there was a loss of about one crore rupees. The Indian Railways earn 73.7 per cent of its revenue from freight traffic. The need of the hour is the optimum utilisation of wagons for transportation of goods. Profit can be earned from that but the situation in respect of wagons is very much miserable and the Railway Department is very well aware of it. The wagons cannot be sent from one place to another due to unnecessary delay in yards and gauge conversion points. Even after the provision of facilities of including the wagons of higher capacity, repair and maintenance, there has not been a major improvement in the turn round of wagons. That is the report of the Government, Infact, there has been a loss of Rs. 5 crore due to delay in acquiring wagons from factories.

Sir, we could have avoided the misuse of money with an overall improvement in all the things. The blocking of wagons at the siding, affects the capacity utilisation of wagons; it has been observed that the wagons are not repaired. The wagons are rejected at the eleventh hour when the train is ready for movement which results in the wastage of both time and money. Our officers and employees are responsible for this situation. The wagons are no doubt sent for repairing but these are not repaired as there is no time schedule for the same. It results in the wastage of time and money. Allotment of wagons by the Department to the general public is also delayed. During the year 1988-90 there was a loss of 139 crore wagon days. These are the official

figures which have been published in the gazette. I would like that these figures should be made available throughout the country at the D.R.M. Office level on the computer network so that the officers and employees who are working callously may be made to work actively.

Sir, loading in respect of high profit earning items has registered a sharp decline. In the year 1975-76, the freight was 6.7 per cent while the earnings stood at a level for 15.4 per cent and in 1991-92 it has come down to the level of 5.4 and 8.9 per cent respectively. This is the proof as to whether the performance of the railways has improved or deteriorated. U.T.S. charge shows that the Railways have utterly failed to provide reliable services. Regarding lost property office, I would like to say that proper decisions are not taken and there is no time bound programme for it. Sometimes, the reserve prices for auction are kept so high that the bidding is cancelled and at times these reserve prices are kept so low that the items are sold out at a very cheaper rate. As regards scrap, I would like to submit, and every one of us has seen that even the shrubs and plants have grown in the wagons but they are still not auctioned. A few days back, non-judicial papers of UP Government worth crores of rupees were stolen from Agra. In fact, theft incidents in railways are constantly increasing, I would like to point out one more important thing that in the urban areas, if the shops constructed on railway land are sold out, it would earn a large amount of money. Railways can earn billions of rupees from such commercial units. With that amount all the plants of the Government will be successfully implemented but it is possible only when there is no corruption in it. Moreover, there are large chunks of railway land worth crores of rupees lying unutilised on both sides of the Railway

track. It is being encroached upon by the people. I would like to urge upon the Government to develop forests on this land with the help of local farmers by providing them incentives: in the form of their share in the profit earned on every 500 trees maintained and looked after by them. It will add to the Railway assets worth crores of rupees.

Those employees who are doing their duties with a sense of dedication and devotion should be rewarded. The reward of one's toil should not go to the other. One such incident had taken place in Moradabad, about which I had written to the hon. Minister.

I would like to say that the debates should be held quarterly at the Divisional level. In the event of death of an employee, his family is paid the outstanding amount after a very long time. At present, August Kranti Express originates from Nizamuddin, as a result only 20 per cent of the people are making use of this facility. I would like to urge upon the Government to start this train from New Delhi Railway Station. When the railways have their own catering network, on which they have invested lakhs of rupees why the catering services are being provided by Nirulas.

Last year, 70 people had died in a collision of two buses in Rampur. I have been continuously demanding the construction of two overbridges, one in Moradabad and the other in Rampur. My submission is that some such arrangements should be made in the engines that as soon as it reaches the unmanned level-crossing at night, a light is switched on in it so that the people may come to know that a train is coming. Moradabad Division is the most neglected one. My friend, Shri Chetan Chauhan has

thrown light on it in the morning under rule 377. Doubling of railway track has been completed upto Kathgodam. From the tourists point of view, it needs to be converted into broad gauge. Rampur railway station has been declared a junction. There should be the facility of railway mail service. The condition of platform at this station is the same as it was 50 years back. Sheds should be constructed there. Instead of overbridge, an underground subway should be constructed there, because underground subway is the most suitable thing for the handicapped and the old people and it can be constructed at a low cost. Even the waiting and retiring rooms are quite old here. These should be constructed a new. The second class toilets are kept closed at night. These should remain open at night. With these words, I thank you very much.

[*Translation*]

SHRI NARAIN SINGH CHAUDHRI (Hissar): Sir, I appreciate the patience of those who have been sitting here for a long duration to listen to the speech. You are ringing the bell so frequently, I would therefore, not take much time.

First of all, I would like to thank the hon. Minister of Railways for presenting a development-oriented, pro-people soft Budget.

**22.46 hrs.**

[SHRIMATI MALINI BHATTACHARYA *in the Chair*]

I would only like to raise the issue of my State Haryana which is connected with Delhi from three corners. I would like to draw the attention of the hon. Minister to my Parliamentary constituency—Hissar. It is a fact that the Ministry of

[Shri Narain Singh Chaudhri]

Railways is very much concerned with the development even though the budgetary support has been reduced. The work of gauge conversion has been taken on a large scale. Adequate attention has been paid to providing facilities; but our experience of the last three budgets reveals that the amount static at Rs. 60 crores provided for passenger amenities has remained.

There are Railway users Consultative Committees on divisional and zonal levels for drawing the attention towards the difficulties of passengers. The public representatives are the members of this committee. They are unable to perform their duties since they are not provided any facilities. They are not able to gauge the problems of travellers. They organise a meeting in three-four months. They are provided railway-pass for that purpose. I would like to submit that the members of ZRUC and DRCCU who are from the public, should be provided railway-passes so that they may gather information personally regarding difficulties of the travellers so that these can be conveyed to proper authorities.

So far as the problem of Haryana is concerned, I would say that this is like nearer the Church, farther from God. Population is increasing in Delhi the capital of the country. To solve this problem, there is a provision of national capital region. The areas upto Panipat, Rohtak and Hissar on one side and upto Dharuhera, Rewari in Haryana and Alwar which touch Delhi from three sides. Should be provided amenities so that the population pressure on Delhi is reduced. The Department of Railways should pay attention of the works like electrification of railways and doubling of tracks.

There is no airport in Haryana. Only train and bus services are available there for reaching even Chandigarh which is the capital of the three States or Delhi or any other place. I would particularly like to refer to my Parliamentary constituency Hissar which also includes of the district of Jind the former princely state. There used to be a very old junction and locoshed in Jind. I think that the condition of that locoshed and junction has further deteriorated in 47 years of independence resulting in even worse than its condition during the British rule. Previously, there was a plan to set up an integral coach factory at Jind, but even that project was shifted to Kapurthala in Punjab. The Ministry of Railways is not at all concerned about that. Through you, I would like to remind the hon. Minister that a survey for the construction of new railway line in Hissar was conducted. Hissar is also a very big industrial town having cantonment also. The agricultural university in Hissar is famous in Asia. A survey to link Hansi with Jind has already been conducted. We expect that provision in this regard would be made in every budget that is presented. My area is neglected in terms of providing new rail-lines after conducting a survey.

Similarly, it is also important to link Uklana with Narwana with rail so that Hissar may be linked with Kurukshetra and Chandigarh as well. I hope, the hon. Minister will pay attention to it. One Ekta Express starts from Bhiwani. For that some bogies are attached in Himalyan Queen that starts from Delhi in the morning. Similarly, there are trains already running on Jind-Panipat section. If one more bogie for Chandigarh is attached to this train, then it would help the people of Jind to reach Chandigarh. Similarly, If a compartment is attached with the Himalyan Queen originating

from Chandigarh or with the Shatabdi Express, then it would be convenient for the people to reach Chandigarh from Jind. The Department of Railway should not have any objection thereto. It would then be convenient for the people to reach the capital in the morning and to return back in the night. I hope that the hon. Minister would consider this point and make a mention about it while making a reply.

Similarly, there is a long standing demands for the construction of new rail-lines from Rohtak to Hansi and Rohtak to Rewari. I hope that attention in this regard will also be paid. Moreover, the DR train running from Delhi to Rohtak may be converted as DJ *i.e.* Delhi to Jind. This will be in the interest of the people of Jind, which falls in my constituency.

I would further like to demand that there should be some reduction in train fare upto 100 kilometres.

There has been a provision to increase the fare from Rs. 1 to 6 for the journey upto 100 kilometres. This distance should be increased to one hundred and fifty kilometres. This is my humble submission to you. Besides, we have been raising the issue regarding level-crossing for several years. I had also had a meeting with the hon. Minister in this regard. There used to be level crossing before independence during the British period. We had a correspondence regarding pole numbers 109/13 and 109/14 falling between Jai-Jaivanti and Kinana stations on Jind-Rohtak sector. The demand of the Railways for depositing some amount for that purpose has been fulfilled in December, 93 by way of collection from the people. Yet no attention has been paid in this regard.

There are pucca-roads on either side of the line. 5-6 villages are affected from this. The problem is causing great difficulty to the people of those villages.

Sir, I would like the Government also to pay attention to the plight of this level-crossing. I am surprised to see the plight of this railway crossing remaining unattended for 9-10 years. There is already a pucca road along the line, which also links tahsil headquarters, block headquarters and Mandi and also, there are railway quarters, which are being demolished. It is quite surprising. The survey was conducted on the day when there was truck strike... (*Interruptions*)... An officer had ordered that those quarters should be demolished. I would like to submit that Railway employees' quarters near the level-crossing on Jind-Panipat railway line should not be demolished. I would further like to submit that if the new railway lines mentioned by me are constructed that would hasten the process of industrialisation in the area and people will also be benefitted.

Sir, with these words I express my deepest thanks.

[English]

SHRIMATI GEETA MUKHERJEE (Panskura): Madam, I shall try to confine my speech to 12 minutes.

I rise to oppose the Budget because of various reasons. The main reason is the threatened fare increase and also the treatment meted out to West Bengal. I will try to confine my speech to these points even though there are many other points which can be dealt with.

About passenger fare rise, it has been already pointed out that the fare rise



[Shrimati Geeta Mukherjee]

which has been made for the second class sleeper is much greater in proportion to the I class. Here I want to put a question. What is our experience? Each time you have raised the fares to very high level, you will see that your income is not coming from the passenger fare. You have to admit that. You yourself said that many passengers are left. See the last few Budgets. Each time you have increased the fare, each time the number of ticket buyers has gone down. It is better to have tickets which are within the reach than to have a so called high figure.

**23.00 hrs.**

This is one aspect. I was trying to raise a point about West Bengal. In West Bengal, there are some projects which are in the very under-developed regions. For example, there is this Balurghat-Eklakhi Railway-line. This was promised by the predecessor of this Ministry very many times. During elections, they were told that they would be given this line. On this question, there is no two opinion among the Members of West Bengal cutting across party lines. I particularly beseech you to take upon this Balurghat-Eklakhi railway-line work and seriously think about it again.

Now I come to the Malda-Jhunguri line. This is also a metre-gauge line. We have all demanded that it should be converted into a broad-gauge line. That is also a very under-developed region. These two lines are very important. Thirdly, in my own district, there is the Tamluk-Digha line. You have just given a sum which is better not to mention in order not to insult the Tamluk-Digha line. While the cost escalation will go up, how does that help? As it has happened in the

case of our Calcutta Metro project, how much is the cost escalation involved in this? Had the project been taken up and finished in time, then things would have been much better. But you are not doing that. I would request the Government that the Tamluk-Digha line should also be taken into consideration. Simliar is the case in respect of the Howrah-Amta line. It has already been completed up to Bargachia. Shrimati Indira Gandhi herself promised this line. No less a person than Shrimati Indira Gandhi promised this during election time. Why has this line been completed up to Bargachia only? Why not to extend it up to Amta as promised. We do not make election promises. I for one who always tell my electorates that I am promising nothing excepting that I will be fighting with them if they fight. Anyway, the ruling party must think over it. I do not think those things do help. Particularly when Shri Seshan is there, you think very many times!

I have already pointed out about Calcutta Metro project, the cost overrun problem etc. It is really very near to my small flat in Central Avenue. It is the most important thoroughfare of Calcutta. That has been really blocked in a way. A lot of things are happening. The Calcutta Metro project should be quickly completed in order to avoid cost escalation. Also, we have to put the traffic in order in Calcutta which is a mega city.

I would like to mention another thing. It is about the question of withdrawal of orders or non-placement of orders for wagons in West Bengal units. This is a very serious thing. We have the Braithwaite, the Jessop. They are the producers of wagons. But unfortunately you are diverting all the orders from West Bengal to others. These two units of

The Railways are already in danger. Their employees are also facing a dangerous situation. I do not think that this should be the attitude because you have got an establishment. If you do not place order, I think it is very bad. You should think very seriously about it.

Another question is about the ABB engines. A lot of things have been said about it. I want to know from you one thing. You are ordering the ABB engines. Are you sure that your Railways are ready to run such engines? Can you run the ABB engines on the present track?

No, they are not. As it is, today, your track condition is very bad. Earlier I used to translate my whole book while travelling by Rajdhani. there was no problem. Now when we go by Rajdhani, it gives lot of sound because of the track condition. It is a question of jerking. When there is so much of jerk in such a train like Rajdhani, how will the very high speed engine bear it? Not only that. Because of this, its future is also very bleak as far as our railways are concerned.

In am constituency, I would like to plead that some money should be given to the locoshed which is there because this is another case of unnecessary cost over-run. It was started long back.

Finally, I come to the question of non-stop Rajdhani. I do not know what happened to that. After so much of tomtoming about starting a non-stop Rajdhani from Howrah to Delhi, we do not find any mention of it. I do not know whether you would do it by an executive order after the Budget is passed. Generally that has become a practice. You had said that you would be doing it.

This non-stop Rajdhani is not at the cost of the present Rajdhani. There was a promise made about starting an extra non-stop Rajdhani. It is proposed as a new train.

So, Madam, these are the things which I would like to bring to the notice of the hon. Minister. I had already written a letter to Shri Jaffer Sharief. I hope, he will give some consideration particularly to such demands voiced by the Members of West Bengal across party lines. With these words, I thank you for giving me the time to speak.

DR. RAJAGOPALAN SRIDHARAN (Madras South): Madam Chairperson, I rise to support the Budget. The Railway Minister has indeed an unenviable job before him. He has to depend more and more on resources generated internally and at the same time, he has to find resources for the growth and development of this vast transport network without however, placing an undue burden on its users. We as a nation cannot afford to see the Railways sliding to join the pitiable family of sick industries. As this hon. House is aware, if the growth of the Railways is stunted or if the operation of the Railways becomes unviable, it is the economic well-being of the nation which will in the ultimate analysis, suffer, for the Railways constitute an important component of the infrastructure. Considering the constraints faced by him, I must say that on the whole, the hon. Railway Minister has done a fairly good job in formulating his Budget proposals.

I would like to make a few suggestions by way of constructive criticism and to bring into focus, some of the thrust areas which would demand particular attention and action.

[Dr. Rajagopalan Sridharan]

As a public utility run on commercial lines, the Railways has to enhance their revenues even while bringing down their costs, causing the least hurt in the process.

The acceleration to revenue collection has to come through increasing volumes rather than increase in rates, but we have to recognise the limits to which this can be stretched. The reduction in expenses has to be brought about by cutting costs without however cutting corners.

The Budget speech has brought out how the railway men have always risen to occasions and how they arrested the falling trends of revenue earning traffic by loading more than a million tonnes a day during the last quarter of 1993. Such efforts will have to be continued and encouraged by, among other things, suitably motivating the staff and enthusing them to sustain and, in fact, improve upon their own performance.

The House would like to know if resources have been identified and a time bound action plan to raise resources through them is drawn up. For example, are the railways satisfied with the present system of generating revenues through commercial advertisement and whether it has been put to its optimum use? Similarly, what are the proposals and what is the achievement in disposing off scrap and other unwanted scraps to the best advantage of the Railways? Again, are the practices on the railways and the attitude of the railway men oriented towards recycling its used products looking upon them as resources rather than as useless waste?

I would like to emphasise here that a larger public is involved and hence for raising the resources the railways have to put their land and real estate to a good use, as any increase in fares and the freight rates hurts the common man.

The railways have on their rolls around 17 lakh employees. The railways have successfully nurtured amongst its employees a strong sense of identity and pride. The labour force which is a part of the railway family has met many challenges and faced situations with courage; there should, at no point of time, be any retrenchment. If there is excess workforce, it can be used, after training, in other fields like computers and on clerical side.

A network of 114 hospitals and 670 health units is servicing the medical needs of railway men. The hospital headquarters of Southern Railway which is in Perambur, Madras, has been consistently doing good work in heart care, cardia-catheterisation and cardio vascular surgery, thanks mainly to the vision and dynamism shown by Dr. T.J. Cherian and his most talented team of doctors.

The railways also have a wide network of educational institutions for all sections. The maintenance of the schools is pathetic. I would like the hon. Minister to bestow his personal interest in maintenance of these schools.

Modernisation of the railway stations has been taking place. In this connection, I would plead with the hon. Minister to modernise Tambaram and Malabalam stations at Madras Beach and Chengalput sections. I would also like to make a special mention that Tambaram,

St. Thomas Mount and Chrompet railway level crossings have to be provided either with a subway or a overbridge.

The MRTS envisages a mass transit system in the most dense corridor of Madras city to provide relief to the commuting traffic. It was meant to connect Madras Beach and Taramani sections, but the distance has now been pruned to 8.55 kms as a result, the connection extends from Beach to Luz only. I would plead with the Minister to sanction Rs. 45 crore during this year, instead of Rs. 30 crore that he had promised to give.

The most immediate need is the extension of the broad gauge line from Villivakkam to Anna Nagar; there is a need to announce Tambaram as a second terminal point and also there is a need to increase the frequency of the multiple electrical units between Tiruvellore and Madras.

For plugging the loss of revenue, I suggest that you have to curb the ticketless travel. And for that, you have to provide more manpower; you should give protection to the staff and you should also give some incentives for them. While undertaking cost cutting measures, the Railway Crimes Tribunal should take care of those false claims made by the individuals on account of damage to freight; also, their work should be monitored by a task force. In addition to this, please undertake computerisation of freight and reduce the incidents of accidents and also maintain punctuality of train timings.

I would like to congratulate the hon. Railway Minister for having shown vision, courage and determination in presenting this year's Budget. Thank you.

[Translation]

SHRI RAM KRIPAL YADAV (Patna): Mr. Chairman Sir, I stand to oppose the Rail Budget. When the Rail Budget was being introduced in this house, it was opposed by all the parties, particularly by the Members from Bihar. Whenever the Rail Budget is introduced the people of Bihar expect that some provision would be made for the State. Leave Bihar aside, there is no provision in the budget for completion of the pending projects, all over the country. There is no even an iota of assurance regarding the completion of those projects. Today's budget has come as a burden on the people, i.e. the poor people have to bear an additional burden of Rs. 977 crore. Before my submission, several speakers have invited the attention of the House to those problems of Railways on which the common man depends. Although I do not want to repeat those problems, yet on certain points, I would like to draw the attention of the Government through you.

Mr. Speaker, Sir, Bihar is one among the backward states of the country which is second to Uttar Pradesh in terms of population. The figures of lying rail lines in Bihar are based on the data of 1987. Bihar constitutes 8.7 per cent of the area but from the railway point of view, Bihar is playing an important role. Eastern and South-Eastern railway, which transport the major part of the railway goods traffic, are predominantly active in this region. On several occasions the problems of Bihar were brought into the notice of Government and recently when the Hon. Railway Minister visited Patna, the Chief Minister put before him the problems of the State. But there is no provision made in the budget for those schemes. The demand for opening a zonal office in Bihar is pending since long. There is also

[Dr. Rajagopalan Sridharan]

a long pending demand that a bridge be constructed over the river Ganga, at Patna. At several occasions, surveys were under-taken but to no avail. This demand is pending since long. Electrification of the Patna-Mugalsarai line and beyond could not be done. This is not a new demand. But there is nothing mentioned about it in this budget.

I would like to state that the development of any region is linked with the development of railway net work. It results in socio-economic development. The development of railway net work is immensely necessary for any region. But in this respect, Bihar is being neglected, that is why the Bihar is becoming more backward. To ignore Bihar by the Railways is nothing new, it has been going on for several years. Bihar is being denied rail facilities.

**23.21 hrs.**

[SHRI P.C.CHACKO *in the Chair*]

Bihar occupies an important place in Railways. But no Government has realised this. Major parts of the important four zones of the country fall in Bihar and 10 per cent of the total railway track is in Bihar. Out of the 30 per cent (trackwise) revenue earned by the Railways, 16 per cent comes from Bihar. Although the Railways earn Rs. 60-75 crores in revenue by transportation of the minerals etc, yet Bihar is utterly neglected. Through you I would like to draw the attention of the Hon. Railway Minister towards several projects, such as conversion of Fatuha-Islampur narrow gauge to broad gauge. Laying of tracks from Rajgir to Gaya and the electrification

projects selecting to Ranchi to Giridih line, via Hazaribagh and from Dunka to Deodhar and Bhagalpur to Lalmatia rail line are pending since long.

Mr. Chairman, Sir, Bihar has always remained backward in respect of rail projects and even now the same practice is going on. In spite of this, the Government is not paying any heed. I request that all projects of Bihar pending for long time should be cleared. The project of the conversion of Lohardagha narrow gauge into broad gauge and its extension though already approved has not so far been started. With the completion of this project, the development of the tribal region would take place. The survey of the Rajgir-Bodh Gaya extension project is over, but work has not yet started. The survey of Dehri-Pipradi project is also complete but work has not been started.

During the tenure of the former, Railway Minister, the late Shri Kedar Pandey, 13 projects were recommended on priority basis in Bihar. But after his demise the recommendations were ignored. The survey of Arrah-Sasaram new rail line is complete, but it has not been included in the Budget. The extension of the Valmiki Nagar-Chhitauni rail-bridge line in Bihar, to Gorakhpur-Assam has been sanctioned. But due to lack of funds, the work is going on a sluggish pace. The work on the Sahabganj-Bhagalpur section has also been stopped for lack of funds. The repair work of Diesel locomotives and the modernisation of Jamalpur rail workshop has been stopped. This was sanctioned in the budget, but the work is incomplete. The survey of 45 km Fatuha-Islampur rail line has been done but this project also remains unimplemented.

Mr. Chairman, Sir, I would also like to draw your attention on other points. Several trains run from Patna to West Bengal. Though Patna is a junction, the express trains do not run on required speed. Very few trains originate from Patna, putting the passengers to great hardships. Through you, I would like to demand from the Government that a fast train be introduced between Patna and Calcutta, between Patna and Guwahati, and fast trains be introduced for linking Patna to almost all State capitals.

Mr. Chairman, Sir, one express train should be started between Samastipur Patna, and DMU trains between Katihar and Barauni, Patna to Jhajha should also be started. DMU trains should similarly be introduced for Samastipur and from Samastipur to Sonapur, from Sahabganj to Quel and from Buxar to Mokama for the benefit of the passengers. A large numbers of short distance passengers board the Rajdhani express which comes to Patna, putting the long distance passengers to great hardship. At times, passengers come to blows. By introducing DMU trains the passengers would get relief and will be able to have a comfortable journey.

It is the demand of the people that a zonal office be opened in Patna. with the completion of the rail bridge over the Ganga river, the people of North and South Bihar would come closer and the development of Patna and its surrounding areas would be possible. I would like to state the attention should be paid to the long-standing demands and these projects should be completed.

Khagole market is at Danapur railway junction zonal office of Railway is also situated there. But there is no facility for reaching the zonal office from the city.

Thereby putting the people to a lot of hardships. Therefore an overbridge should be constructed between the zonal office and the bazar. Not only this in there is a railway bridge at Patna named Chirayatad bridge. Its renovation plan is also pending with State Govt. and some part of this project is also connected with Union Govt. It is my demand that immediate steps should be taken to release the fund from the Union Govt.

With these demand, I again request that something should be done for the people of Bihar, who pay a lot of revenue. People are put to immense hardship as there is no direct express train. Take necessary steps to run a super fast train from Patna.

Sometime back I had demanded that arrangement for a halt between Patna and Pali should be made in my constituency. This job was in progress when the Hon. Minister intimated me in a letter that it is not economically feasible. Therefore, it is not possible. If it is done one lakh people living around it will be benefited. Every thing should not be considered on the basis of profit only. There should be some thing for the welfare of the people also.

This Budget is going to put an extra burden on the public. I therefore, oppose it and demand the Government to make up the loss which Bihar has suffered due to negligence shown towards it. You should ensure improvement in Railways. Steps should be taken to check growing incidents of accidents, thefts and dacoities in Bihar to give relief to the people.

[English]

SHRI SANT RAM SINGLA (Patiala): Mr. Chairman Sir, I rise to support the Railway Budget presented by the hon. Railway Minister. Indian Railways occupy a unique position. They serve not only as a basic infrastructure for economic growth but also an instrument of fulfilling the social natural objectives.

In other countries the Railways are compensated by beneficiaries or by the Government but Indian Railways have largely to depend on their own resources. The budgetary support has been substantially reduced from 51 per cent in 1986-87 to about 18 per cent in 1994-95. I would request my friends in the Opposition that they should not be unrealistic and illogical while criticising this Railway Budget. They should understand the limitation of our Railway Minister. The Minister needs to be congratulated that he took up the challenge undeterred by the reduced budgetary support, resolved to arrange adequate funds by stepping up the internal resource generation through increased efficiency and productivity and recourse to market borrowing without, in any way, compromising the quality and commercial efficiency of this vital national transport network.

The Railway Minister is justified for the marginal increase in passenger fares and freight rates as resources are to be raised for modernisation and development of Railways. He has done it so skillfully that common man is not burdened much. In regard to the fares he has burdened the pockets of those who travel in comfort in air-conditioned or first class compartments. I would suggest that the limit of 100 kms. should be raised to 200

kms. because normally passengers do not undertake journey of small length.

He allowed the continuation of exemptions to certain essential commodities from freight increase like salt, Kerosene, livestock, oilseeds, liquid petroleum gas, edible oils, fodder, gur shakkar and jaggery, fruits and vegetables, tea and organic manure and chemical manure. The budget therefore, is neither inflationary nor anti-people, as has been said by some of my Opposition friends.

In the Budget estimates a massive effort has also been made for the development of infrastructure. A number of new trains would be added, the run of many trains is to be extended and frequency of some trains is to be increased. But the decision to connect Srinagar with Udhampur by rail takes the cake. This would open the Kashmir Valley not only to the rest of the world but would strengthen the country's unity and integrity. It will be a befitting answer to the disinformation campaign launched against India by our enemies that the Government of India is neglecting the development of Kashmir Valley and its people.

A sum of Rs. 50 crore has been provided for the project in the first instance. It would create more jobs for the people and also give entrepreneurial help to improve quality of life. I cannot but congratulate our Railway Minister for making it into reality that from Kashmir to Kanyakumari, India is one.

The decision that in future all the new coaches will be manufactured with air breaks instead of vacuum breaks will help in making rail journey more safe.

The uncovered deficit of Rs.580 crore is manageable. If the economy picks up original freight traffic and is likely to reach the target of 380 million tonnes and the addition of only two per cent in passenger traffic is also within reach.

But shortfalls in the growth of both passenger and freight traffic during the year is not a healthy trend. The freight traffic has gone down for the second successive year. We cannot contend ourselves by saying it as temporary phenomenon. We cannot rule out other factors like revenue leakage due to pilferage and corruption to and over all poverty of services offered. We must find out why goods transportation by roadways even though relatively more expensive has been growing faster.

The proposal of the Railways to generate additional resources through commercial development of their extensive real estate is a welcome step. In foreign countries the commercial development of railway lines and properties had gradually helped their growth and capacity to provide facilities. British Railways has successfully tried this.

As the country attains high levels of economic growth as a result of the Economic Reform Programme, the pressure on transport is bound to increase the Railways have to keep in step with the demand. Moreover, with the opening of Indian Economy to the world it becomes essential that the world class standards in service and performance should be achieved. The strategies to achieve this objective include gauge conversion, extension of electrification of selected routes, strengthening the structure and induction of higher capacity trains and higher horse power locomotives,

speeding up trains and extensive use of information technology to improve resource utilisation. In addition, out dated technology has to be shed, modern technology is required to be introduced, gaping holes in revenue collection has to be plugged and excess manpower has to be done away with. But the question arises as to from where the resources are to come. We should not hesitate to forge an alliance with private sector and should announce attractive schemes for private sector participation. Adequate funds must be made available to sustain the growth of this vital infrastructure. In order to keep pace with the standards of the advanced countries, the possibilities of raising funds through bonds should be explored.

I am thankful to the Railway Minister that in the Budget a new express train has been extended to Amritsar. The survey of electrification from Ludhiana to Jammu tavi has been included in the Budget. Punjab under the leadership of Sardar Beant Singh, Chief Minister of Punjab, has again entered into an era of peace and development after a long spell of terrorism, violence and fear. Punjab is not merely a province of India but the entire State is border of India, it is granary, bread basket and sword arm of India. The people of Punjab had to bear the burnt of both the wars with Pakistan.

It is from the point of view of defence, speedier industrial development and transportation of foodgrains, etc. that the State is to be viewed in respect of laying new rail lines and efficient transport system. But I am pained to point out that no even a single inch of railway line has been laid since independence.

So much so, that the Chandigarh, the capital of Punjab, is not linked with any of the towns of Punjab by rail. Punjab



[Shri Sant Ram Singh]

deserved to be given a motherly treatment. But even a step-motherly treatment is not given to Punjab. However, an un-motherly treatment is being given.

Rajdhani type trains, Shatabdi Express trains are running in most parts of the country. But I fail to understand why Punjab has been deprived of such a necessity. All the MPs from Punjab had demanded that Shatabdi Express train between Delhi and Amritsar should be started but in spite of assurance the budget is silent about it. Not a single new train has been introduced in the Northern Centre of Railway. Let the Shatabdi Express from Amritsar to Delhi be a gift to the people of Punjab.

**23.46 hrs.**

[MR. DEPUTY SPEAKER *in the Chair*]

The night running of passenger trains which were stopped sometime in 1984 have not yet resumed. As a result of that the people have to spend unduly long time in catching further connections to South, East and West. It is also resulting in loss of revenue to the Railway Department. Since normalcy has been restored in Punjab, all these trains should be restored.

The expansion of railway network in Punjab is also important from Defence point of view. The strategic areas like Beas and Kapurthala should be lined so that alternative routes are available in case of emergency.

There is a total lack of railway facilities in my Parliamentary Constituency, Patiala and Malwa region of Punjab. As a

result, the entire Malwa region has lagged behind in trade, commerce and industry. I would request the hon. Minister of Railways to link Patiala region by fast trains towards East and South.

With the conversion of the metre gauge to broad gauge the shorter route is now available for Gujarat and Maharashtra from Patiala via Rewari. The direct train service on this route will not only be commercially viable but also improve the mobility of the people. Delhi Railway Station has become highly congested to railway traffic. I would, therefore, suggest that a new train from Ambala to Bombay via Patiala-Jaipur-Ahmedabad be introduced. Similarly, a train from Amritsar to Hawrah via Patiala should also be introduced.

Computerised passengers reservation system is under progress at Ludhiana and is proposed at Pathankot in 1994-95. I strongly request the Minister of Railways that the Computerised Reservation System be introduced at Patiala, Jalandhar, Bhatinda and Amritsar, also.

I thank the Railway Minister for Providing Rs. 53.71 lakhs for Patiala-Railway overbridge/level crossing no. 17 and strongly request for additional budgetary provisions for its early completion in 1994-95 itself.

The railway station of Patiala needs to be upgraded and adequate passenger amenities to be provided.

I would also request the Railway Minister to give adequate attention to staff quarters and other needs of Diesel Component Works, Patiala and suitable budgetary provisions to be made for the same.

Ever since Independence we have been crying for rail link between Patiala and Jakhhal via Samana Patran Moonak but of no avail. The total cost is about Rs. one hundred crores. I would request that for this new rail link, survey work should be immediately started and if there are financial constraints the new rail link should be taken up in parts so that this area which has a vast potential for agriculture, industry and trade should come in the rail map of India.

There is a long pending demand to connect Chandigarh with Ludhiana. I have learnt that railway department is trying to connect Chandigarh Ludhiana via Lalru and Shambhu. This proposal will not serve any purpose and will be of no use to the people of Punjab. The direct rail link between Ludhiana and Chandigarh either via Rajpura or by Kharar is the only workable proposal.

Rajpura in Punjab is an industrial town. Thousands of labourers from Uttar Pradesh are working in the factories here. Many traders of this town are engaged in the trade of *gur* and *shakker* and they frequently visit the market of Muzzaffar Nagar and Saharanpur. Last year also, I made a request that stoppage to Ludhiana-New Delhi Super Fast via Saharanpur be provided at Rajpura. But in spite of the repeated requests this small demand has not been met though the hon. Minister had given an understanding. A stoppage is not going to cost a single penny to the exchequer but would be a source of revenue to the Department.

Similarly, a halt of two minutes at Rajpura was demanded at Rajpura for Shane-i-Punjab running between Amritsar and New Delhi. Rajpura is a junction. This stoppage is going to benefit a large

number of passengers not from Rajpura alone, but from Patiala also.

Sir, underground subways at Patiala, Rajpura and Senam are very badly needed. The cost of an overbridge runs into crores of rupees, but these subways can be constructed at a cost of Rs. 15 to Rs. 20 lakhs so, construction of these subways should be undertaken. Bhatinda-New Delhi Inter City Express is a most popular train and there is a huge rush. This train is not able to cope with the rush of traffic on this route. Keeping on this route, I would suggest that one more train on this route should be introduced daily. Senam town in Patiala district is separated on both the sides of the railways and accidents take place daily. So, I would suggest that a pedestrian bridge be put on this track.

In the end, I am grateful and would like to place on record the gratefulness of the people of Patiala to our hon. Railway Minister Shri C.K. Jaffer Sharief who, when the floods took place in Patiala, immediately visited Patiala. A bridge was washed off and the whole of Patiala town was cut off. It was with his intervention that in a record time the rail link was established.

Sir, I once again express my support to this Railway Budget and I congratulate the hon. Railway Minister for presenting this Budget.

**23.52 hrs.**

SHRIMATI MALINI BHATTACHARYA (Jadavpur): Mr. Deputy-Speaker, Sir, I rise to oppose this Railway Budget. The previous speaker has found a large number of reasons to congratulate the Railway Minister. I find that I can congratulate him for only one reason and

[Shrimati Malini Bhattacharya]

that is because, he has prepared a Budget which presupposes a policy which is the exact obverse of the policy of our General Budget. What does our Finance Minister say? He says that more and more you exempt the rich people from taxes, the more willing they will be to pay the taxes. And what does our Railway Minister say? He turns to the common people and he says that the more you pressurise the common people, the more you burden them with extra fares, the more fares they will pay. So, it is for this kind of coupling between the General Budget and the Railway Budget, for this reason only I can congratulate the Railway Minister.

Sir, the Nanjundappa Committee, whose recommendations are behind this fare and freight rate increase, had apparently said that the fares in India are the lowest in the world. But I wonder if Mr. Nanjundappa, in his recommendation, has made any reference to the average per capita income in India. I do not think he had done it. The fare and freight rate increase is going to affect not only the richer classes, but also the ordinary people and the middle class people. Due to the increase in the Second Class fare and due to the increase in the fare for suburban monthly season tickets, it will affect the middle class people very much. It is not as if the revenue could not have been collected without going in for such an increase in fare and freight rate. Those of us who travel by Rajdhani Express very often find that the businessmen travel in this train with 30 or 35 luggages. They all carry them in the railway compartments. I wonder why the Railways cannot enforce discipline whereby these people can be made to pay freight. Also revenue collection could be made much more efficient by increasing the number of ticket

checkers. When people travel by buses they pay fare. So, it is not the natural tendency of the people of our country not to pay fares. If the system could be better, if the system could be more efficient, if more ticket checkers could be put on duty, if regular ticket checking has been ensured, you can get more revenue.

SHRI C.K. JAFFER SHARIEF: Can you say something for Bihar also?

SHRIMATI MALINI BHATTACHARYA: I can say about West Bengal. I particularly travel by suburban train myself and I can say that people are quite willing to pay fare but because of the system prevalent, because of inefficiency of the system, sufficient revenue is not realised. In this connection, I would like to make a particular reference to the so called loss making Railway lines in the Sealdah South Section. I have travelled myself by these trains. I know, there are plenty of people who travel by these trains. Therefore, in these sections, there should not be losses. I am surprised how in these sections losses are made. Had there been efficiency in ticket checking, a lot more revenue could be realised from the sources.

The speaker previous to me has sounded the praise of privatisation. We are already finding the effect of the yet to be installed own-your-wagon project in the crisis which the wagon industry is facing. The wagon industry in the public sector and the private sector are facing a crisis because of the way in which the order is being given to these factories. The order for a number of wagons to be manufactured is reduced year after year. On the one hand we find that the

Railways are giving over the business of furling these wagons to the businessmen and particularly now I hear that foreign companies are also coming forward. If this is the case and with this if there is an import of wagons, then I doubt very much whether the wagon industry, in our country, with the level playing fields which are allowed to foreign interests will ever look up.

The matter of gauge conversion has been taken up by many other speakers. So, I will not go into this in any great details. Actually, we are not opposed to gauge conversion at all. But what we are opposed to is, this sudden decision to shift additional amount of Rs. 108 crores to gauge conversion in a single year is causing the diversion of money from other projects, the projects which are already mentioned, projects which are already running. It has been said by the Standing Committee itself that the Ministry has done this at the instance of Transportation Consultant of World Bank who may not have any idea about the situation in our country about the requirements for gauge conversion. If on the one hand, this massive gauge conversion programme is going on and on the other hand, you see the order for wagons is going down every year. Then what will run on these new tracks? If you do not have wagons, if you do not have sufficient infrastructure, then what will run on these converted tracks?

I would like to bring in another point.

**24.00 hrs.**

This gauge conversion shows lack of planning. This is precisely the point I want to make about other areas also. We find that in the distribution of resources among the various States, there is a great disparity.

Necessary Budget allocations have not been made to projects like Eklakhi-Balughat and others. Unless there is some parity in the allocation of funds among the States, there cannot be even development of the country. Side by side with parity, there must also be an assurance that budget allocation will be made for the on-going projects. If the funds are not given to the on-going projects, there will be cost escalation and, at the time of the next Budget, the Railway Minister will find it difficult to make increased allocations.

SHRI SYED MASUDAL HOSSAIN (Murshidabad): This is the actual Zero Hour. According to the English calendar, this is the perfect Zero Hour.

SHRIMATI MALINI BHATTACHARYA: I will just mention a few points about my own Constituency. Regarding the major projects, I want to know from the hon. Railway Minister whether the budgetary allocation that has been made for the Metro projects is sufficient for the completion of the project up to 1995 or whether the completion of the first phase of the project will be further delayed. I feel that the kind of allocation that is made will further delay the completion of the project.

As regards the second phase of the Tollygunj-Gariahat Project, I am told that RITES gave its report on this. But I do not know why the Railway Minister is refraining from saying anything positive about this project. Every time we raise this point, we are told that there is resource crunch. We do not know that is going to happen to it.

The completion of the circular railway from Princep Ghat to Majherhat

Project should be expedited. It is port area. Many workers who travel to Khidderpur will be immensely benefited. But every time we are told that there are certain negotiations going on with the Port Trust and when we go to the Minister of Surface Transport, he says " I am not aware of this problem". So, it goes on like this.

There is a long standing demand regarding the immediate introduction of EMU coaches between Asansol and Burdwan. The area up to Asansol is to be declared as suburban area.

The doubling of the Andal Sainthia Section, Bandal Katwa Section and electrification of Bandal Katwa and Khana Saithia Section is another point. Extension of the Circular Railway Project can be continued on the Howrah side also using existing railway tracks for minimum investment.

The train from Sealdah to Kharagpur via Dankuni and Sealdah should be carried over to Burdwan via Naihati and Bandel. At the same time, there should be the need to increase the sectional capacity by the construction of two additional tracks between Sealdah and Dumdum junction and the third track up to Baruipur. These are the points which are to be considered. However, these are all mostly relating to my constituency. I hope I will get specific answer for them. What we are concerned about is the total policy, the lack of planning that we find there, the lack of the parity that we find there. That is what we are really worried about. I hope the Minister will answer some of these questions.

With these words, I conclude.

MR. DEPUTY SPEAKER: Now I call Shri Astbhuja Prasad Shukla to speak. Please be brief.

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK): Sir, I would also like to say that now it is early morning. We have sitting throughout the day. If the hon. Members from this side as well as that side can restrict themselves to just making important points, then, many Members will be able to participate.

[*Translation*]

DR. LAXMI NARAYAN PANDEYA (Mandsaur): Mr. Deputy Speaker, Sir, all the members sitting here wish to speak. Everybody should be given a chance to speak, even if, it is for few minutes.

[*English*]

MR. DEPUTY SPEAKER: The opinion of Dr. Laxminarayan Pandeya is most welcome. I would request the Members to be brief.

[*Translation*]

SHRI ASTBHUJA PRASAD SHUKLA (Khalilabad): Mr. Deputy Speaker, Sir, I rise to oppose the Railway Budget. The reason being that no concrete steps have been taken in this Budget to check the price rise to contain deficit financing and to make some improvements in the work culture. An

increase in the Rail fares and freight will lead to price-rise and the Government has already reduced the importance of the House. It shows the direction in which the Government is heading towards. For instance, hiking the prices on the eve of Budget Session and ignoring the suggestions given by consultative committees and Standing Committees indicate the future behaviour of the Government and it is apprehended that the hike in Railway fares and freight will ultimately lead to a price spiral.

Mr. Deputy Speaker, Sir, one can see regional imbalance in the Railway Budget. The Government has ignored U.P. in this budget to the extent possible. I am saying it because the zone where some work is needed is not done, On the contrary, it is done in the zones where it is not needed. The Guwahati Express met with an accident twice in one week and the Railway Minister himself visited the site and ordered an enquiry. The enquiry shows that accidents took place because of faulty track. I had raised this issue earlier also and I am raising it again that the track is faulty and two accidents have taken place there but even then no attention is being paid to it. What does it show. I am saying it because fund has not been allocated for the repair of that track. It simply means that in the event of recurrence of rail accidents, the Government will keep on giving compensation to the victims. The Government wants people to get killed in such a manner. Therefore, I submit that if the Government feels that the rail track is faulty, which has caused these accidents, then it must provide funds to rebuild the rail track and thereby prevent the accidents. I also want to submit that even this track was built only recently. You should review the case. This rail track has not been completed even after the scheduled period; who is responsible for

the delay? If any person is found guilty then what action is taken against him? You should inform the House about the action being taken in this matter. Time and again the issue of North Eastern Railways is being raised. The hon. Minister has cancelled the Intercity Express Train between Gorakhpur and Lucknow. Train running between Katihar and Lucknow always runs late. Gauge conversion work has been taken up by the Railways but funds have not been allocated for the conversion of meter gauge lines between Gorakhpur and Gonda and Gorakhpur and Nautanva into broad gauge. Approval has been given for gauge conversion between Mankapur and Katra. The hon. Minister has agreed to lay new rail line between Katra and Ayodhya and to construct a bridge at Ayodhya. Even for these, funds have not been allocated. Time and again demand for electrification of track between Gorakhpur and Barauni has been made because track upto Kanpur and beyond Barauni is already electrified. Only the track between Gorakhpur and Barauni needs to be electrified. Trains are held up there for hours. Gorakhpur is the most important station of North-Eastern Railway. Though it is stated that for the development of such places, the Government has formulated some schemes, yet for electrification of the tracks at such places nothing is being done. I would like to know the reasons for neglecting North-Eastern Railway. Former Ministers of State in the Ministry of Railways, S/Shri Shiv Narayan and Mahabir Prasad, had recognised the importance of rail line between Dohrighat and Khalilabad and Khalilabad and Balrampur. Khalilabad is the major handloom trading centre in the country and is frequented to by the traders from all over the country. It is a very important destination for Buddhist tourists. You have said that importance of the place has been recognised and

[Shri Astbhuja Prasad Shukla]

survey has also been got conducted. I raise this issue time and again in the House and in the Consultative Committee but it is argued that this is not feasible. I would like to know whether Railways are there just from the commercial point of view and whether Railways are not important from development point of view? Are Railways not there for serving passengers? Railways is very important for the development of any area. If both the former Ministers realised the importance of this line then the present incumbent should also recognise its importance. After all, what is the Railways going to do? Gauge conversion, electrification and renovation of rail track are not being undertaken and also the ongoing works are being discontinued. In which direction the North-Eastern Railway is being steered to? In the Budget, it is proposed that AC III-tier Coaches will be added to Rajdhani trains. How many people travel by Rajdhani trains? I would like to urge the hon. Minister to visit Delhi Railway Station himself some day and see how the porters push passengers inside the trains? At Lucknow and Gorakhpur stations, people can be seen travelling on roof tops of the trains coming from Bihar as the coaches are totally jampacked. The Government intends to provide amenities to whom? For poor, no facilities are there and they find it difficult to travel even in general coaches. Time and again the demand for starting day trains from one headquarters to other headquarters has been made for the benefit of the poor, downtrodden and labourers who do not find employment in villages and are migrating to cities. Railways are not concerned about them. Railways are only concerned about passengers travelling in AC Class. This attitude is wrong. The hon. Minister

should sometime travel by train to know the actual position.

I would like to submit that enquiry about the running of shops on platforms may please be got conducted as the shops leased out to the Cooperatives have been rented out. Restaurants have been converted into residential premises. At stations, even water for daily chores is not available. Why is it so? Though arrangements for these are there yet nothing is available. Please get it checked that when the arrangements are there then why these things are not available?

As regards North-Eastern Railways Zone, I would like to make two-three points. Firstly, funds should be made available for laying rail lines between Dohrighat and Khalilabad and Khalilabad and Balrampur. Day trains with general coaches should be started between one headquarters and other headquarters of the Railways. Funds should be made available for constructing rail line between Katra and Ayodhya and for constructing bridge for which sanction has already been given. Gauge conversion between Gorakhpur and Gonda and Gorakhpur and Nautanva should be undertaken and track between Barauni and Kanpur should be electrified. Samath-Durg Express should be extended upto Gorakhpur. A new train should be started between Gorakhpur and Lucknow so that same day journey between these two places can be completed.

Sir, Khalilabad is a major handloom trading centre. Since there is no overbridge at the railway crossing, therefore, trucks in large number wait there causing traffic jam. Another bridge

should be constructed near the railway station close to Main Market. Gorakhpur railway line should be made operational again because it was said that the track got damaged due to accident near Guwahati. Computerised rail booking at Basti and Khalilabad is a long pending demand. therefore, halts for all the trains should be provided there because traders and businessmen from Karnataka, Andhra Pradesh, Tamil Nadu and other parts of the country visit the place in large number and make bulk purchases. Reservation on all the trains should be provided.

Sir, I thank you for giving me the time to speak.

[English]

SHRI ANKUSHRAO RAOSAHEB TOPE (Jalna): Sir, I rise to support the Railway Budget presented by hon. Minister, Shri C.K. Jaffer Sharief. We must be proud of our Railway Minister who is representing the Indian Railways. It is perhaps the largest railway system in the world with a route of nearly 62,458 kms and operating fleet of 8,268 locomotives, 39,283 coaches and 5,78,562 wagons—all under a single management.

The originating passenger traffic has risen three-fold from 1,284 million tonnes in 1950-51 to 3,753 million tonnes in 1992-93. The originating freight revenue tonnage has gone up from 73.2 million tonnes to 350 million tonnes during the corresponding period. Today, the Railways account for 48 per cent in the surface transport of freight and passengers.

I congratulate the hon. Minister for Railways for presenting a very soft budget

for the year 1994-95 as compared with three successive hard budgets presented earlier. The maximum increase in both fare and freight charges is around 6 per cent as against 10 to 15 per cent in the previous three budgets.

The budgetary support to the Railways has been substantially reduced in recent years from 51 per cent in 1986-87 to about 18 per cent in 1994-95 and, as such, the budget lays emphasis on increasing internal resource generation through increased efficiency and productivity to sustain the growth of this vital infrastructure.

I also congratulate the Minister for untouching the fares of the commonman. Here all of them have said that common man is the sufferer. But the second-class fares up to 100 kms have not been touched. From 101 kms to 601 kms, the rise is only of Rs. 1-5. In the case of higher class, the increase is only up to 6 per cent.

Coming to freight, the freight increase is below expectations. This year's target is of 380 million tonnes. The traffic proposals relating to freight account for 67 per cent. So, I will definitely request the hon. Minister that efforts should be made to achieve the same. Still the target of the terminal year of the Eighth Five Year Plan is 480 million tonnes.

About the exemption, I also congratulate that even if the rise is there, the exemption has been given in the case of freight on essential commodities because salt, kerosene, livestock, oilseeds and all other items, which are essential commodities, have been exempted from this increase.

Twelve new trains have been started newly and 10 more trains have



[Shri Ankushrao Raosaheb Tope]

been extended. I congratulate the hon. Minister that our train from Bombay to Jalna has been extended up to Secunderabad. In 1992-93, 77 new trains were started. This year, we requested on behalf of all the MPs of Marathwada that there is no special train for Marathwada at the moment. So, from Parbhani to Bombay, one superfast train should be started. I think, in the reply, he will include this train also.

Now, 'Palace on Wheels' trains have to be introduced on eight circuits. The Ellora and Ajanta are the world-famous caves. They are situated near Aurangabad. One of the eight circuits should be there if it is not there. That should also be included.

One more train is needed from Nanded to Amritsar. Nanded and Amritsar have famous Gurudwaras of the Sikh Samaj. So, if a direct train from Nanded to Amritsar is started, that will be beneficial for all the persons travelling from that area.

About unigauge, the policy of unigauge system all over the country has been adopted by the railways. For that, the Railway Minister should be congratulated. Broad-gauge constitutes only 50 per cent of the total route. It carries 90.6 per cent of the freight output and 84.6 per cent of the passenger output as compared with the metre-gauge which constitutes 37 per cent of the route but carries only 9.3 per cent of freight and 15 per cent of the passenger traffic. I think, in the Eighth Plan, the gauge conversion is 6,000 kms. I think, it will be completed. Because of this unigauge only, for Marathwada, which is the most backward area of Maharashtra, we could get the

conversion. Now, we are on the national route because of this conversion.

As regards relaxation in respect of freight charges, I request the hon. Railway Minister that in addition to the other items, relaxation should be extended to wheat, grains and pulses also.

Now, I would like to mention a point with regard to zones. Sir, in your speech you have declared that you 'are going to have a detailed study to rationalise the geographical distribution of the existing zones and divisions. As you are aware, our Bombay-Jalna rail is controlled by two zones viz. the South Central Zone and the Central Zone. Our Marathwada region comes under South Central Zone. But, not a single educated or uneducated person from our area can get employment in this Zone. Secondly, it is very hard for us to go to Hyderabad each and every time to highlight our difficulties. So, I earnestly request the hon. Minister that the South Central Zone should be merged with the Central Zone.

I may be permitted to raise one of the very important and very old demands of our area. The constituency of Shri Mukul Wasnik is also in this area and I know he is in full agreement with me in respect of this demand. This is about the construction of Jalna-Khamgaon railway track. Khamgaon is the most important commercial centre of Vidarbha and Jalna is the most important commercial centre of Marathwada. The distance between these two important commercial centres is hardly 155 km. If these two are connected, it will be of great help for the overall development of these regions. As I have stated already, this is a very old demand and since the year 1930, surveys are going on. A survey is done very

recently also and I may please be permitted to quote just one paragraph from the survey document:

"The proposed line would pass through the Districts of Buldana and Jalna. The catchment areas of the proposed line is considered as a backward area, for major portions in both the districts are declared as scarcity affected areas and drought prone areas. Social and economic developments are very limited.

All weather roads are also not available in many places."

Therefore I request that this line should get priority. The distance is only 155 km. The total cost of the project is estimated at Rs. 228 crore. This year, the budgetary provision is a meagre amount of Rs. 2.2 crore. As per the survey report, if more funds are allotted for this line and if this new line is completed without much delay, it will greatly benefit our area. I request the hon. Railway Minister to consider this demand more sympathetically.

I would like to reiterate one more important demand in respect of my constituency, Jalna. Sir, Jalna is known to be one of the best grain markets all over India. Grains like maize, jowar, wheat, moong, tur, urad etc. are despatched from Jalna to all over the country. Here, I would like to mention that during the year 1992-93, about 7000 MT of grains had arrived for sale at Jalna. Out of this, a meagre quantity of 1200 MT could only be despatched from the Jalna Station. This happened due to non-availability of wagons at Jalna. In addition to Jalna, there are several other markets whose agricultural produce comes for sale and for loading at Jalna. The only other

railway lines available are at Bhusawal and Akola which are situated at a distance of 160 km and 200 km respectively. The goods are required to be transported to these rail heads by lorry, due to which there is an increase to the tune of Rs. 20 to Rs. 25 per quintal, as additional transportation charges. Therefore, I urge upon the Railway Minister to arrange for additional piecemeal loading capacity at Jalna.

Before concluding my speech, I would like to place on record the requirements at Jalna Railway Station and I request the hon. Railway Minister to kindly consider these aspects. (1) Platform no. 1 at Jalna Station is situated at a low level. It should be raised to a high level; (2) Overbridge connection may please be give for platforms 1 and 2; (3) Retiring rooms are to be provided at Jalna Station; (4) A parcel-shed may please be provided on platform no. 2; (5) A covered shed may also please be provided on platform no. 2 and the present covered shed on platform no. 1 may kindly be extended; (6) A water cooler may be provided on platform no. 2.

I also request that daily reservation quota of ten for Tirupati may please be provided. Bombay AC quota may be increased from four to ten. Return journey quota for second class may be provided from Bombay to Jalna. Quota for Madras and Bangalore may kindly be provided. A closed circuit TV may be provided on all the platforms as well as in the retiring rooms of Jalna Station.

I also request that there should be an overbridge connecting the administrative complex and the city. There is a railway track in between, and this overbridge is one of our long standing demands. In this connection, I may also

[Shri Ankushrao Raosaheb Tope]

mention that the Government of Maharashtra is willing to bear 50 per cent of the expenditure to be incurred. This railway overbridge is a must for the city and it may kindly be considered for inclusion. With these words, I support the Railway Budget. Than you very much.

[*Translation*]

SHRI RAM PRASAD SINGH (Vikramganj): Mr. Deputy Speaker, Sir, my conscience compels me to oppose the Railway Budget. Mr. Minister has very cleverly and deftly proposed to mobilise an amount to the tune of Rs. 10,997 crores by way of more revenue but the brunt of that is to be borne by the poor only.

He feels that the poor travel upto a distance of 100 Kms. only and he has exempted this distance from increase in the fare as if their word is restricted to a distance of 100 Kms. only. There has been 1 to 5 per cent increase in the fares after the distance of 100 Kms. The rates of monthly season tickets have also been increased four times and the rates of season tickets have been increased by two and a half times. Poor people travel on season-tickets. Only salaried people travel on season-tickets.

There has been a 6 per cent increase in the fare of 1st Class and 11nd Class tickets also. This budget presented by you makes one feel that you have not understood the poor man's plight. It is truly said, "Only the wearer knows where the shoe pinches". People belonging to your party are supporting it and praising it.

Secondly, there is no mention of providing uniform facilities to every State.

There have been five Railway Ministers from Bihar, namely, Sarvshri Ram Subhag Singh, Jagjivan Ram, Kedar Pandey, Lalit Narayan Mishra, and George Fernandes. I do not want to talk about the schemes initiated by them. The last speaker Shri Ram Kripal Yadav, has gone into details as to how many approved schemes have been awaiting implementation for years. Bihar does not seem to exist for you on the railway map. Bihar earns 40 per cent revenue for Railways. Moreover, earlier, Bihar was getting 8.6 per cent but for the last two years the Government has not given any share to Bihar. Aara and Sasaram are two historical places of Bihar and the Aara-Sasaram light railway used to cover our entire area. But unfortunately the said railway line has been dismantled. Though a survey had been conducted but no work has started as yet. There was a proposal for doubling the Gaya-Patna railway line but no action has been taken thereon despite the fact that the survey has been conducted and the proposal has been approved. The work has been going on for the several years on the doubling of Daltenganj-Delhi railway line but it has not made any significance progress. Now take the case of setting up of the zonal office. Bihar is a historical place and you have also admitted in your speech that railways are meant for the public and you have also mentioned that it is one of the big railway lines of the world. You have mentioned that there is social, economic and industrial development.

Sir, we had demanded that there should be a zonal office but nothing has been initiated by you in that regard. In fact, we had suggested that we should be at least provided the facility of trains and we can do without the expansion of railways at present. We urge you to pay attention to the fact that there is not a

single direct train linking Patna with Bombay. I know that you are helpless and cannot meet the long list of demands of Bihar. But you have introduced new trains elsewhere and increased the journey time. Was Bihar not in your mind at that time? You have neglected Bihar a lot. You are running Rajdhani Express twice-a-day from Patna which is not all that useful. We demand that fast trains be introduced from Patna to Delhi and Bombay as there are Rajdhani Expresses from Lucknow to Delhi, Lucknow to Bangalore, Delhi to Madras. Because people of Patna who travel to Bombay for some work face great hardships. They even have to sit on the roof of the trains... (*Interruptions*)... I, therefore, request that a new fast train should be introduced from Patna to Bombay.

Sir, though Shramjivi Express was introduced from Patna to Delhi. It is never on time and its trips are cancelled once or twice in a week. You may go there and find out for yourself. You have not been able to provide a train from Patna. Poorva Express running on grand-chord line stops at Dehari but it does not stop at Sasaram which is District Headquarters of Bhabhua Road which links the District Headquarters..... (*Interruptions*).... You have increased the frequency of Kshipra Express which goes upto Howrah. The Howrah-bound trains going via Gwalior, Agra also do not stop there. I have referred to Patna which is a historical place... (*Interruptions*)... The great freedom-fighter Babu Kunwar Singh belonged to the historical place Aara but you could not link Aara also with Sasaram. This train also does not stop at Sasaram.

Kalka ` Express and Bombay Express are running on grand-chord line. We have only one Bombay-bound train

and that too is without the facility of sleepers. Tinsukhia Mail which runs via Patna also does not have sleepers. We are not demanding a double line but we should at least be provided one more train to facilitate the public. I had mentioned last time also that people go to Varanasi, a holy place for treatment with minerals by PDM via Tihri, Moghulsarai. This train reaches Moghulsarai at 8 o' clock at night and start from there the next day at 9 o' clock. The passengers are looted there. The taxi-drivers and bus drivers charge arbitrarily from them. I urge upon you to extend this train up to Varanasi. The Hon'ble Minister may take notice of my demand.

If Kshipra Express is made to halt at Tihri, Sasaram and Tankua, then the people of this area will be greatly benefited. Purushottam Express which goes upto Puri may kindly be made to halt at the District Headquarters, at Sasaram. We would be greatly benefited by this. I would like to thank you for introducing Patna-Puri train. It is a good thing.

The rates of fares and freights have been increased. It is my request that the catering facility for the passengers be given attention to Rajdhani Express has started serving food of such a sub-standard quality that after taking that food I took ill recently. The condition of bed-rolls, pillows and curtains is also very bad. That's why my conscience pricks me if I support the budget presented by you.

[English]

SHRI A. CHARLES (Trivandrum):  
That is because of your party and not because of your conscience.

[Translation]

SHRI RAM PRASAD SINGH: I am saying it by rising above party line. You may yourself see the quality of food and condition of bed-rolls etc.

SHRI C.K. JHAFFER SHARIEF: That's why we are constituting a catering corporation separately to ensure good quality of food.

SHRI RAM PRASAD SINGH: Why the quality of catering has gone down with the increase in fares?

SHRI C.K. JAFFER SHARIEF: The meals etc. provided in trains are not charged separately except in Rajdhani and Shatabdi Express.

SHRI RAM PRASAD SINGH: I am talking about Rajdhani Express only. The condition of other trains can only be seen when the hon'ble Minister travels in them.

Gaya is historical and religious place. You had talked about introducing D.M.U. and E.M.U. but there is not E.M.U. train for Gaya-Moghulsarai. There is no other trains except Asansol-Marvadi passenger train. Crores of people visit this place. I request that at least one passenger train should be introduced between Moghulsarai and Allahabad.

I had requested last time also that one Allahabad bound train should be introduced from Gaya which is a religious place. No proposal has been made for the renovation of railway stations in Bihar. We contribute 31 per cent towards revenue. Even then, we have been given very small share in the budget. People who want to neglect Bihar would themselves be neglected by people. You have

mentioned that there has been a decline in the number of passengers. You have said that we would get a profit of Rs. 750 crores from the scrap. The Government would earn more if it is expedited.

SHRI C.K. JAFFER SHARIEF: You may tell us about this.

SHRI RAM PRASAD SINGH: You may invite the tender to sell it at the highest bid. You should be strict about it. You have scrapped three-tier sleepers. But we demand that 2-3 ordinary coaches be added to every train to enable the poor people to travel comfortably.

[English]

KUMARI FARIDA TOPNO (Sundargarh): Mr. Deputy-speaker, Sir, I thank you very much for giving me a chance to speak on the Railway Budget.

I rise to support the Railway Budget for the year 1994-95. I congratulate the hon. Railway Minister for presenting a viable Budget for the year 1994-95.

Indian Railways play a pivotal role in shaping our economy. The wide network of our Indian Railways not only merely join different parts of the country but also help strengthening the unity and integrity of our nation.

Sir, western Orissa lags far behind so far as railway facilities are concerned. The vast deposit of mineral resources still remain unexploited as the investors are not attracted to this region and there is no transport facility.

Sir, I thank the Railway Minister for extending Utakal-Kalinga Express up to

Amritsar and Patna-Hatia express up to Jharsuguda. I would request that the present timing of Utkal-Kalinga be maintained and one more A/C II coach be attached to meet the persistent demand of the people of western Orissa. So, also there is one A/C II in Sambalpur-Nizamuddin Exp. which goes to Sambalpur after being detached at Jharsuguda. There is a lot of demand for A/C coach by the people of Rourkela which is the industrial city of Orissa. It is therefore requested that one more A/C II coach be attached in this train for Rourkela. Steps also be taken to attach a pantry car with Sambalpur-Nizamuddin Express. The people of western Orissa do not have a direct train for Banaras. I would request the Ministry to attach three bogies in Sambalpur-Nizamuddin Express from Rourkela upto Katni and then attached with any connecting train upto Banaras. At present there is no emergency berth in Titlagarh-Howrah Express for Rourkela. I request for two number of emergency berths in this train for Rourkela.

The hon. Minister has stated that he is aware of the problems of the long distance passengers caused by the short distance passengers. Utkal-Kalinga Express is the only daily train to western Orissa. The train becomes overcrowded in between Agra-Gwalior-Jhansi as the regular passengers forcibly rush into the reserve compartments. This has become a regular feature. Steps must be taken to ensure the comforts of the long distance passengers. The service in Utkal Express needs the due attention of the Ministry for improvement.

We welcome the proposal of the hon. Minister for introducing Diesel Multiple Units, Electric Multiple Units and

Rail Buses wherever required to check overcrowdedness in our express trains. I would request the Ministry to introduce Electric Multiple Units in between Jharsuguda and Bisra. This will have a far reaching impact in the growth of economy of this tribal dominated area besides providing them the communication facilities.

Apart from having a Steel Plant, Rourkela is the industrial centre of Orissa and the nerve centre of tribal region. Considering its importance, the Rourkela Railway Station needs to be improved a lot. The computerisation of booking counters, and the construction of 4th and 5th platform have been sanctioned by the Government during last one year's budget. But there is undue delay in the construction work. Steps be taken to expedite the work. Necessary funds may be made available to provide terminal facilities at Rourkela so that many other parts of the country could be linked with by extending few more trains upto Rourkela. Funds also may be made available for the improvement of Rajgangpur and Jharsuguda Railway stations.

It is a matter of great concern that there has been an increase in the number of accidents on Katni-Bilaspur Rourkela-Tatanagar route due to lack of proper maintenance of age old railway tracks. I would request the Government to take steps for its proper maintenance. Many of our railway stations do not have footover bridge as a result accidents have become a regular features. Only very recently, I have brought the notice of the Government about the killing of two tribal women by Geetanjali Express at Jaraikela Railway Station under South Eastern Railways. I request the Government to allocate necessary funds for the

[Kumari Farida Topno]

construction of footover bridge one at Jaraikele and other at Bhalulata railway stations both under South Eastern Railways. I would also request the Government to construct flyover one at Kukda Gate near Bondamunda at Basanti Colony in Rourkela town and at Rajgangpur on Rajgangpur-Maledih road. The district headquarters of my Parliamentary Constituency, Sundargarh is not connected with railway line. A new railway line be laid connecting Jharsuguda - Sundargarh - Lohardaga - Ranchi.

Sir, representation of the Scheduled Castes and the Scheduled Tribes in the work force of Indian Railways requires the special attention of the Government. Therefore, I humbly request the Government to fill up all the vacancies through a time-bound special drive.

Sir, I once again congratulate the hon. Minister of Railways for presenting this year's Budget. I support the Budget proposals.

[Translation]

SHRIMATI BHAVNA CHIKHLIA (Junagarh): Mr. Deputy Speaker, Sir, I rise to oppose the Railway Budget for the year 1994-95. Indian Railways are the largest organisation in the Asia in the field of goods and passengers transportation. Earlier too, the other hon. Members have pointed out that the Budget would give rise to price-rise. While on the one hand Railway accidents are on increase, on the other, facilities for railway passengers are not being increased. That is why I am opposing the Railway Budget. To save the time of the august House, I would

concentrate only on the railway problems in my constituency and Gujarat.

Mr. Deputy Speaker, Sir, we always felt that the Centre did injustice to Gujarat. Whether it relates to Narmada Project or crude oil royalty, gas allocation or power projects, justice has never been done to Gujarat. In the Budget, 13 railway lines are proposed to be doubled but Gujarat has nowhere been mentioned. The demand for opening a new Railway Divisional office at Ahmedabad has also not been fulfilled.

Mr. Deputy Speaker, Sir, the demand for the extension of Verawal line to Kodinar has not been accepted so far. The proposal for Verawal broad gauge line should have been approved in the Seventh Five Year Plan. However, though it has been approved in the Eighth Five Year Plan, yet only a sum of rupees three crores has been allocated for the project of rupees 100 crore in the Budget. This amount is totally inadequate. My submission is that the allocation in this regard should be increased. It appears to me that it has become a mockery of the Saurashtra by not taking matter seriously. As much as about 40 per cent out of the Rs. 3 crore allocated by the Government would be spent on salary, migration allowance and contingency. Therefore, allocation should be increased and work should be started without delay.

Mr. Deputy Speaker, Sir, it has been demanded repeatedly to extend the Navjivan Express upto Rajkot or Hapa for seven days in a week but the Government has not accepted the demand. Therefore, I urge upon the Government to accept this demand. Viramgam - Okha - Porbandar Railway line has been converted into broad gauge but additional distance of about 2 km to Birhi Bandar in Jamnagar

should be extended because it happens to be an important port. Similarly, the demand to connect Udakot-Dhangdra with railway line for promoting salt industry has not been accepted. Surendra Nagar is the most beautiful city in Saurashtra. Therefore, Surendra Nagar to Bhavnagar Sector should be converted into broad gauge. If Naulakhi Malia line is converted into broad gauge, it would be helpful. There is a broad gauge from Kutch to Gandhi Dham, however, the main post in Bhuj which happens to be a tribal area. This area should be connected with broad gauge.

01.00 hrs. (9.3.94)

The points I have raised with regard to the promotion of trade and industrial development are very important and the Government should give a serious consideration to them. The people of Saurashtra and Kutch have a feeling that injustice is being done to them. Secondly, a 'Palace on Wheels' similar to that already started earlier should be run on western side. Girnar Express has been running on the Verawal-Junagarh-Ahmedabad route but the coaches attached for Ahmedabad-Virawal are not in good condition, nor there is a provision of second class A.C. Provision should be made for them. Such actions give an impression as if all the people in the country are human beings but not of Saurashtra.

I express my regret and displeasure to the agreement signed for purchase of 6000 HP engines from ABB with the loan taken from abroad ignoring the capacity of the country. With these words I conclude.

01.30 hrs.

[English]

SHRI KODIKKUNIL SURESH (Adoor): Mr. Deputy-Speaker, Sir, I support the Railway Budget. I am happy that the Railway Minister has started showing sympathy towards the need of neglected States like Kerala, for the first time since 40 years. Kerala has been voicing certain demands which were attended to. In fact, the total kilometrage of railway line in Kerala is still below national average. But this year Budget seeks a new approach which has been made on the part of the hon. Minister. I welcome it.

As regards the increase in fare and freight, although it is not very steep, still more burden has to be borne by the States which are located far away, for example, Kerala. This State is bearing the heaviest burden of increased in freight and fares. Many essential items are transported to the State from outside and naturally any increase in freight will impose more burden on the people of the State. While the need to collect more revenue is right in its own place, the unfair burden which the people of Kerala have to bear should also be considered. In this connection, I would like to make a suggestion. As the Indian Airlines fixes air fare for the far flung Northeast area at a concessional rate, the Railways should also fix their fare in such a way that undue burden is not put on the people of Kerala who should not be punished merely because the State is located far away from the capital. In this regard, the people of Kerala will expect some favourable action from the Railway Minister while he will be replying to the debate.

Regarding recruitment of SC/ST employees, I want to say a few words.



[Shri Kodikkunil Suresh]

The Railway Recruitment Board is not taking keen interest. We find in the last five years recruitment of railway service of SC/ST is very poor. Also in the Indian Railway Service, the higher posts for SC/ST are very low. For the SC/ST, the railway authorities consider only Khalasi post. Not only SC/ST, but the minority representation on Indian Railway Service is very poor.

I request the Railway Minister to seriously consider this matter and take urgent steps for filling up the reservation for SC/ST and backward people and minorities.

Regarding the survey of Kottayam-Punalur-Sabari railway, I welcome the decision. It was a long-pending demand of the people of Southern part of Kerala. This line would help a large number of Ayyappa devotees to reach the famous pilgrim centre in Sabarimala earlier.

I request the Railway Minister to give protection to railway officials to conduct the survey in the genuine and densely populated area. Pathanam, Mutta District headquarters, should be touched. Other important towns like Kanni, Pathampuram also should be linked.

In this regard, I would like to request the hon. Railway Minister to give a direction urgently for the immediate completion of the survey and start the railway line construction as early as possible.

Another important point I would like to make is that in my Constituency, namely Adoor reserved constituency in Kerala, there is only one railway line which is Quilon-Madras metre gauge line. In this line, from Madras to Virudhu

Nagar, the gauge conversion is already completed. During 1992-93 Budget speech, the hon. Railway Minister has declared that Virudhu Nagar to Quilon gauge conversion will be started in 1993 financial year. But nothing has been done so far. No allocation has been made to this project. This is very unfortunate and the people of my Constituency are very unhappy about it.

Therefore, I urge upon the hon. Minister to seriously consider this demand and allocate sufficient funds.

In my Constituency, in between Ottakkal to Aryan Keva metre gauge line in Madurai Division, the nearest residents are facing eviction by railways. The railway officials went to this area and gave notices to more than 2,000 families for eviction. They are also harassed by the railway Police and local Police every day.

In this connection, I would like to draw the kind attention of the hon. Minister to the residents who have been living there for the past 40 to 50 years. They have constructed big houses also on their lands. Now railway authorities want to evict them. I do not agree with the argument of the Railways.

The hon. Minister should take necessary action for their protection and stop the harassment and the eviction.

The same situation exists in Punallur town also. More than 3,000 families got eviction notices from madurai Railway Division. In this serious situation, all the political parties in that area organised agitation against railway. This is an anti-people measure. This should be put an end to.

Therefore, I humbly request you to kindly intervene in the matter and immediately give proper direction to the concerned officials.

In Quilon-Madras metre gauge line, both Kottanakkava and Punalur, are important railway stations. These two important railway stations are also taluk headquarters. Only two reservation berths are available for these stations for travelling in the long running trains like Kerala Express, Jayanti Express and Rajkot Express.

Sir, for the past three years, I have been asking the hon. Minister to increase the reservation facility at least by 10 seats and berths. The hon. Minister gave an assurance to me during a discussion with the Members of Parliament belonging to Kerala six months ago that it would be increased up to five seats and berths. But no action has been taken so far. I hope that the hon. Minister would consider it favourably.

In my constituency two important places are there which are Adoor and Pathanapuram. These two places are densely populated towns. But there is no railway line in these areas. From these areas, passengers have to travel more than 200 kms. to reach Quilon or Chengannur for taking the tickets. I would request the hon. Minister to sanction two ticket counters in Adoor and Pathanapuram to meet the demands.

I would like to mention another important point. The Alleppey-Kayamkulam line should be extended up to Pathanamthitta via Adoor. The distance between Kayamkulam and Pathanamthitta is only 60 kms. If the Railway Ministry considers taking up this line, people of Pathanamthitta district can easily reach

Ernakulam which is the industrial city in Kerala. The proposed Kayamkulam-Pathanamthitta line via Adoor does not involve any large-scale financial commitment. I therefore request the hon. Minister to consider this line in future.

I would like to draw the attention of the hon. Minister to the construction of a new railway line from Chengannur to Trivandrum via Adoor, Kottarakkara, Nedumangal. This line is going to be a parallel line to the MC Road and also it will be in the middle of the Travancore area. Several years ago, this line survey was completed. But now it is in cold-storage. I want to know from the Railway Minister whether this line will be considered. I would request the hon. Minister to kindly respond to this issue in the course of his reply.

Regarding re-construction of Railway over-bridges, I would like to mention that for the past several years I have been demanding the Minister to take up the reconstruction of the Mylom-Nedumpayikulam over-bridges in Quilon-Madras metre-gauge line. These two bridges are passing through two major roads which are the MC road and the Inter-State Road. Without the facility of this overbridge, due to lack of space and heavy traffic, every day small and big accidents are taking place. Last year, in Mylom over-bridge seven Ayyappa devotees died in a major accident. I have already contacted the State Government for the reconstruction of these over-bridges. But the State Government informed me that the Railway authorities do not take any interest in the reconstruction activity. Every day, a number of innocent people lose their lives. I therefore request the hon. Minister to take special interest in reconstructing these over-bridges keeping the humanitarian aspect into consideration.

[Shri Kodikkunil Suresh]

Another point I want to make regarding modernisation of Railway Stations in Quilon-Madras metre-gauge line which are Ezhukone, Kottarakkara, Edamon, Ottakkal, Themmala, Aryan Kavu in Kerala region. For the past 10 years, no step has been taken by the railways to modernise these stations. The Southern Railway's— especially the Madurai division official's—interest lies in the development of Tamil Nadu area. I would request the hon. Minister to give strict direction to the Southern Railway authorities to do urgently whatever that can be done.

There is another long-pending demand in my constituency. I crave your sympathetic consideration for the introduction of a passenger train from Punalur to Quilon in Quilon-Madras Metre-gauge section. Punalur is one of the most important towns in Quilon district. It is also the second municipal town in Quilon. But everyday, Passengers, employees and students travel from Punalur area, facing serious problems. For the train-travelling people, it is very difficult to travel in the morning and evening because of overcrowd. Therefore, I request you to kindly introduce a passenger train in the morning and evening from Punalur to Quilon and Quilon to Punalur.

In Madurai Division, Auvaneeswaram Railway Station is in my constituency. The building was a newly constructed one. But the construction was completed two years ago. I had requested the Divisional Manager, Madurai to arrange the inagural function of the station. But the Divisional Manager has rejected my request.

He never took any initiative. This is a very unfortunate thing and official

monopoly in the railway service cannot be allowed.

Lastly, I may make the point about the ZRUCC and DRUCC. I say, what is the use of having these types of committees when they are not prepared to take decisions about considering small developmental works.

With these words, I conclude and I support the Railway Budget.

[*Translation*]

DR. RAM KRISHNA KUSMARIA (Damoh): Mr. Deputy Speaker, Sir, I oppose the Railway Budget and I would like to make some suggestions. Increasing the fares and freight rates, when prices are soaring, has made life miserable for the poor.

Madhya Pradesh has been utterly neglected. The regions adjoining Bundelkhand, such as, Domah, Panna, Chhatarpur and Tikamgarh have been grossly neglected. Industries are also not set up there to exploit the mineral resources in absence of transportation facilities. There is no rail line. For this reason development of that region is not possible. A demand has been pending since long to lay a rail line from Singrauli to Lalitpur for the development of this region. Several times I have raised this demand in the House but nothing has been done. I had gone to meet Shri Sharief along with Uma Bharatiji and Shri Atal Bihari Vajpayee. He assured us that survey work would be over by December and there-after construction work would commence. We believe that the work would soon begin and the region's backwardness would end.

The track from Bina to Katni is being neglected. Important trains are not running on this line. There is no stoppage for Hirakud Express in Damoh. I had a talk with Shri Lenka. He has sanctioned this halt. I want to thank him and expect him to certainly announce this when he replies to the budget speech tomorrow. You have our good wishes... *(Interruptions)*... You deserve this for doing good work. The Shipra Express running on that track goes to Hawrah from Ujjain. It runs thrice a week. You have increased its frequency by one day. It should run daily.

There is no shed at Damoh Station. There is no drinking water facility. There is no shed for the waiting passengers. If the hon. Minister provides such minor amenities, some of the problems of Damoh Station would be solved. I would like to make one more submission. You are going to introduce a train from Nizamuddin to Bhubaneshwar. You must provide a halt at Damoh.

With these words I thank you profusely.

SHRI SYED MASUDAL HOSSAIN (Murshidabad): Mr. Deputy Speaker, Sir, at 1.30 a.m., I am not speaking for publicity sake. Being an M.P., I have to discharge my responsibility. I think it was right on the part of the Members from Bihar, Bengal and Orissa to create a raucous, when this budget was being introduced. So that, at least the people of Bihar, Orissa and Bengal would know about the Centre's attitude towards the non-Congress State Governments.

When a BJP member was speaking regarding poor railway services the Railway Minister pointed towards me and told that I and my workers are responsible

for it. I want to challenge him. If he has guts, let him announce that from the 9th onwards the workers would have to work as per the rules. You fear "work to rule" theory as the workers are over-worked. When we resort to "work to rule," you become helpless. The number of workers is decreasing day by day; it is being less than the required number. Hence the poor standard of service. There is a Standing Committee, constituted by this House. It was believed that the Government would implement the recommendations of the Standing Committee. The Chairman of the committee and its Members believed that if their recommendations were accepted unanimously more work could be done. They should have known better. This is an insult not only to the Standing Committee but to the House, as it is constituted by the House.

We have good relations with Bangladesh. Had it not been so, the Teen Bigha Corridor agreement would not have been signed.

If agreement can be reached on the Teen Bigha Corridor, a rail line can also pass through Bangladesh. This would help the quick movement of the people of North-Eastern States to other parts of the country. At present they face great hardships in travelling to other parts of the country. Today while replying, the Prime Minister said, "North Eastern region is the paradise of smugglers." They indulge in smuggling out of compulsion. Necessary goods are not reaching that region. The goods produced there have no market. Had there been a rail corridor, they could have access to Calcutta port as well. Those coming for treatment to Calcutta from Tripura can be recognised by their dress. On meeting them, one learns of their plight. They come by air,

[Shri Syed Masudal Hossain]

our of compulsion. Can we not negotiate a rail corridor through Bangladesh?

I had gone for inspection along with the Officials Language Committee of Southern Railway. There we saw computersied reservation chart being prepared in seven languages. If a reservation chart can be prepared there in seven languages, why this cannot be done in other States, where the same can be prepared in their respective regional languages like Shri Lenka and Shri Jaffer Shrief, I also belong 'C' region State. In the literacy campaigns launched by the Central and the State Governments, education is imparted in the mother-tongue only. How will those who do not understand Hindi and English, understand the reservation chart? You do not think about this.

Sir, I would like to pose a question to you. Do you know that there is a section called, Sealdah-Lalgola? Perhaps the Railway Department has forgotten that the Sealdah-Lalgola section ever exists. How much money has been spent on this section in the past 10 years? For several years we the seven MPs from that region have been putting our demands. We are exhausted now as we see that no one has ever taken any notice... *(Interruptions)*. An express train arrives from Lalgola, hauled by a diesel locomotive. It is replaced by an electric locomotive at Krishnanagar. Thereafter, it reaches Sealdah, where the train halts for an hour. If a double line is laid in the Krishnanagar- Lalgola section, one hour can be saved. The railways never paid any attention to this. We are tired of saying this so many times, we are astonished that no one had bothered to respond.

I would like to say one thing about the railway hawkers. In West Bengal, there are 37,000 hawkers. After partition, a large number of refugees from erstwhile East Bengal came to West Bengal and became hawkers. Now a large number of mill workers are becoming hawkers, because several mills are being closed due to the economic policy of the Government. The authorities cannot force them to get out of the trains. The railway should issue them hawking licences and issue Identity cards, against fee. But they can-not be forced out of the trains. If you throw them, out forcibly you can very well imagine the consequences. Then these, 37,000 hawkers would become anti-social elements. Do you want them to be anti-social elements? You talk of self-employment they have not been provided any employment. Those employed, become unemployed, due to retrenchment, due to the economic policy of the Government. As a result, educated people have been forced to become hawkers. We have been repeatedly asking you to look into this problem. Issue them licence, give them Idenity-cards... *(Interruptions)*... To keep them disciplined, it is very essential that Railways issue Identity Cards and licences to them. With this, I conclude.

DR. GUNVANT RAMBHAU SARODE (Jalgaon): Mr. Deputy Speaker, Sir, I am expressing my views on the *Railway Budget*. I appreciate the thinking of the hon. Minister who knows very well that the people of India are well accustomed to bear the onslaughts of invaders for centuries. We have tolerated excesses of Britisher for 150 years. We have tasted the atrocities of invaders for centuries. The Minister of Railways in our own man. We will also tolerate his excesses.

Mr. Deputy Speaker, Sir, the common man has been severely hit by the hike in Railway fares and freight charges for the last three Budgets. There is no other way out. It is a fact that railway fares and freight charges are cheaper than other modes of transport even today. It is half the charges of private buses and trucks. But the hon. Minister should pay attention to providing amenities besides hiking the fares and freight charges. There is a need to pay attention to supply drinking water, good food and ensure proper sanitation arrangements. When the G.M. visits the sites, cleaning is done properly on that day. I would like to request that fortnightly visit of the G.M. or any other officer to every station may be ensured. It will ensure cleanliness in the stations.

Just now, my friends from Bengal was pointing out the problems of hawkers. Their problems should be looked into seriously. Similarly, we find that migrants come to Bhusawal station with heavy luggage that it becomes difficult to walk these. It should be checked.

The commonman experiences inconvenience in travelling after introduction of sleeper classes. There is rampant corruption. The common man is not able to find as to which are the general bogies. It is my suggestion that sleeper class should be given some distinct colour say yellow, blue or green so that poor people do not face difficulty in locating general bogies.

Bhusawal station falls under my constituency. Its premises cover 11000 sq. kms. Huge quantities of coal and iron are stolen from the station. The Government earns above Rs. 1000 crore by selling scraps. If this theft can be checked, railway income can go up at

least by Rs. 500 crores. In my area, luggage of passengers is also stolen. If a passenger goes to fetch water his bag is stolen. It is done in connivance with police and conductor. Thus they do not disclose the name of the thief even if they know him. Because they know that they will get their share. Such type of incidents occur daily on Bhusawal-Nagpur line.

The passengers proceed with their journey without lodging any complaint. Theft of luggage is done at Bhusawal-Manmad junction. I had also said last time that it is done in connivance with the police. I would like to congratulate the hon. Minister for introducing 18 new trains. It is also proposed to run Inter City Express train for Bombay-Manmad in Maharashtra. I want that it should be extended upto Bhusawal. The Bombay-Bhusawal passenger train has been discontinued since February 1992. If the Government wants to run an Express train in lieu of that, it should be named as Sant Muktai Express. Rajdhani Express runs from Delhi via Baroda. If the Government wants to run a new Rajdhani Express, it should be started from Itarsi and Khandwa. It is my submission. The Maharashtra Express runs from Nagpur to Kolhapur. It does not touch Gondia area. It should cover this area also. The Navjeevan Express from Ahmedabad to Madras will run for six days instead of three days in a week. In addition to this, if an express train is introduced from Ahmedabad to Nagpur, it will benefit North-Maharashtra. A survey had been conducted for a new rail line from Dhulia-Nardana. It should be extended upto Indore. The survey of Khamgaon-Jalna line should also be conducted. The narrow gauge line from Pachora to Jamner should be converted into broad gauge and extended upto Bodwar station. This station falls on the Bhusawal-Nagpur

[Dr. Gunavant Rambhau Sarode]

line. As you already know about the Jalgaon area, the Railway earns revenue of Rs. 4 crore from banana and sugar industry. But at Jalgaon station no superfast trains halts. It is an industrial city and situated very close to Ajanta caves. These caves are situated in Aurangabad. Owing to it, the area is being developed. A demand has been made to provide a halt to superfast trains also. The Karnataka Express passes through this station. But there is no provision of reservation of AC coaches from here. Therefore, a provision for four berths of AC and ten berths of two tier and three tier should be made. Goods trains loaded with bananas from Bhusawal, Jalgaon and Morarkhan stations go to different parts of the country every year. The Government earns at least revenue worth Rs. 2 crore. We do not get these rates at 9 p.m. We get them at 2 a.m. As a result, we cannot do loading. Apart from it, bananas are damaged when wagons are halted or taken to siding. It will reduce our loss if we get wagons on time and are able to send them to Delhi in time. The Railways charge parcel rate for transporting goods through goods trains. During the British regime, 50 per cent concession was given. Now it has been reduced to 35 per cent. Every year, the Government has been reducing concession. I would like to submit that concession rates should be fixed.

I am thankful to you for giving me opportunity to speak.

[English]

SHRI A. VENKATA REDDY (Anantapur): I rise to support the Railway Budget presented by the hon. Railway

Minister. I congratulate the hon. Railway Minister for the introduction of new superfast trains and also for the extension of some trains to certain important places.

The introduction of air-conditioned three-tier sleeper coaches is a welcome step and it will certainly facilitate many of the middle class passengers.

The Opposition is very much vociferous about the increase in fares and rights. Here I would like to say that in a developing economy, these are bound to increase a little especially when the all-round development of the country is in progress.

Regarding the gauge conversion, there is no doubt that good progress has been made in respect of the railway line from Secunderabad to Mehboobnagar, but the progress regarding gauge conversion from Mehboobnagar to Doranachalam is very slow on account of paucity of funds. I request the hon. Railway Minister to take this matter more seriously and get this work finished within this financial year.

A new railway line was sanctioned last year from Gooty to Pendekalla near Doranachalam after due survey of this line, but so far no funds have been allotted for this purpose, with the result that work on this line has not yet started. Here I would like to mention that by laying this railway line, passengers traveling from Bangalore to Delhi will definitely save about two hours by way of distance and so I request the hon. Railway Minister to allot funds for the execution of this work expeditiously.

Sir, Anantapur town is district headquarters and it has got metre gauge as well as broad gauge line. Kalyandurg

is a taluk headquarters situated about 50 kms from Ananthapur. Chellikera is about 80 kms from Kalyandurg. Chellikera is an important business centre and has broad gauge line from Bellary to Chitradurg. I would like to draw the attention of the hon. Railway Minister that a new line from Ananthapur to Chellikera via Kalyandurg is absolutely necessary as this will improve the economy of rural areas falling in that line and will also help in quick industrialisation of that area. The track runs mostly on plain ground and there are no major hurdles like big rivers or mountains. So I request that a new railway line from Ananthapur to Chellikera via Kalyandurg may be sanctioned.

In this regard I have written a letter to the hon. Railway Minister. He was kind enough to reply that a survey has already been done for this line and he promised to take up this work as and when funds are available. I, therefore, request the hon. Railway Minister to allot sufficient funds during this financial year itself so that the work can be taken up as quickly as possible.

Dharmavaram has got metre gauge as well as broad gauge line. Pakala has also got metre gauge and broad gauge lines. I request that this metre gauge line may be converted to broad gauge lines as early as possible.

I congratulate the hon. Railway Minister for setting up of a Railway Catering Corporation, setting up of a Capital Fund and introduction of tourist trains and also for the excellent Budget that he has presented to this House. I once again support the Railway Budget and congratulate the Government for the pragmatic and realistic budget presented by the hon. Railway Minister.

[Translation]

SHRI GAYA PRASAD KORI (Jalaun): Mr. Deputy Speaker, Sir, I rise to oppose the Railway Budget. There are many labour unions in the railways and the Bharatiya Rail Mazdoor Sangh, which is affiliated to the Bharatiya Mazdoor Sangh is one of them. A verification of its membership was conducted in 1980 and it was found that this is the topmost labour union which is a non-political but it has not been given recognition by the Railways till date. My submission to the hon. Minister is that it should be recognised without any further delay.

Mr. Deputy Speaker, Sir, recently a law was enacted. My submission is that a check-up system should be started for the serving railway employees. The railway department imparts training to the trade apprentices by spending crores of rupees but a large number of trained apprentices are jobless. They should immediately be given jobs. I would like to suggest that if an employee seeks voluntary retirement after serving for 15 or 20 years, one of his family members should be given job. On one hand, it will help in improving the quality of the work and on the other hand fresh blood will be inducted and two families will get livelihood. The retired persons will do some work at home and the Government will have to pay less to the newly recruited persons. It will help in solving unemployment.

Sir, I would like to point out some problems of my constituency, Jalaun. Railway track in Konch was laid a number of years back. Konch is a foodgrains market and this track was laid by the Britishers for this purpose only. It is a 15 kilometers long rail track. My submission is that if Konch is connected with Birona, which is 15 kms away it would help in



[Shri Gaya Prasad Kori]

making good the loss. Engine is attached to the train there; the guard, the drivers and various other staff are also put on duty. This line will not run in loss if Jhansi is connected with Kanpur. I would like to submit to the hon. Minister that if Konch is linked with Etawah it will help in the development of this area. My request is that if the foundation stone of any work is to be laid by the Divisional Manager, then at least the elected representative of the area should be invited. There is a place named Orai in my constituency. On the demand of the people of that area, the foundation stone of a retiring room was laid there a few days back. But I was not invited for it, despite being the elected Member of Parliament from this area though I had time and again demanded for this facility. The Divisional Manager slipped away from there soon after completing the foundation stone laying ceremony. The people said that I had not been invited since I belong to the Scheduled Caste and he belong to the upper caste, but my party does not believe in such things. The people of my constituency say that he being an Aggarwal has disgraced me, since I belong to Scheduled Caste. My party never believes in such things, we are all equal but the divisional officers should not think like that and if expansion work is taken up by the Railways, we should be informed about it.

Mr. Deputy Speaker, Sir, Orai station being a prominent centre of the district, new trains which pass through that station should be given a stoppage there. The Gorakhpur-Cochin train which runs twice a week should be run 4 days a week. Personally speaking, it should run daily and it should be given a stoppage at Orai also so that the passengers going

from here could avail of the facility for going to Cochin and Bombay side.

Mr. Deputy Speaker, Sir, the Taj Express, which runs upto Gwalior should be extended upto Jhansi, Chhapra Express has been extended from Gwalior to Agra. My submission is that it should be extended upto Delhi so that the people could get direct rail link for Delhi. Presently, people have to change the train at Jhansi which causes problem. Orai is the central point of the district and hence reservation facility is a must there. It is a trade centre and industries are also being set up here. Therefore the reservation facility should be made available there are on all trains. Earlier, Pushpak did not stop there but now that a halt has been provided, the reservation and ticket facility should also be made available for it. Arrangements should be made there to issue tickets to the passengers bound for Jhansi, Lalitpur, Beena and Bhopal in Gorakhpur-Cochin, Hyderabad-Cochin and Madras-Luknow trains.

Sir, Orai is a big industrial centre of the district. I had urged the Government under rule 377 to get an overbridge constructed there. It will help in loading of goods and the big companies will not face any difficulty in sending the goods as it will obviate delay. The passengers find it difficult to board the trains running between Delhi and Jhansi since the goods are loaded in the trains without proper booking with the connivance of the GRPF and the T.T.E. Surprise checking should be conducted from time to time to check this. It will enhance the earnings of Railways and the difficulties of the passengers will also be mitigated. In the end, I would submit that lighting arrangements should be made at every station.

[English]

MR. DÉPUTY SPEAKER: Mr. Minister, the hon. Member has just made one allegation. There was an inauguration of the waiting room and bridge. he represents the Jalaun Constituency. Please make an inquiry about it.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): Okay.

02.00 hrs.

[Translation]

\*SHRI OSCAR FERNANDES (Udupi): Mr. Deputy Speaker, Sir, I thank you for giving me this opportunity to speak on the Railway Budget. I welcome the Railway Budget presented by the Hon. Minister for the year 1994-95. Development of the Railways has enabled the backward areas of our country to progress. It has also helped in setting up of industries in various parts of the country. The new projects of the Railways have helped the North-Eastern region to a large extent.

The Railway line connecting Udhampur and Jammu and Kashmir will help our country to maintain unity and integrity of our nation.

The people of Karnataka are pleading for a Railway Zone in the State. I urge upon the Minister to fulfil the demands of my State. At the same time, I request our Government to set up a Railway Division in Mangalore.

The Hon. Minister has announced that the gauge conversion of Mangalore-Hassan-Arasikere would be taken up very soon. I welcome this step. Similarly, the gauge conversion of Mangalore Arasiker-Hubli should also be taken immediately.

There are some new Railway lines in Karnataka which have to be taken up on top priority basis. Survey has to be conducted for the Bangalore-Mercara-Mysore railway line. Similarly, the gauge conversion of Hassan-Mysore should also be taken up at the earliest.

The progress of the Konkan Railway is very satisfactory. The Hon. Minister has assured that the project would be completed by March, 1995. This railway line plays a vital role in the development of the entire west coast area and the people of that area are grateful to the Hon. Minister.

Now, Mangalore-Udupi railway line has been completed. This line has to be extended upto Kundapura and Bindur. I hope the Hon. Minister will take up this work within 3 to 6 months.

The trains that come to Mangalore should go upto Udupi and Bindur. Then only various places can be linked and we will have optimum utilisation of railway facilities. Hence the extension of the above mentioned lines have to be taken up and completed.

Unigauge system will help the country to a very large extent particularly for the transportation of agricultural produces, industrial products, and other goods.

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\*Translation of the speech originally delivered in Kannada.

[Shri Oscar Fernandes]

There are certain regions like some North Eastern regions where broad gauge railway lines cannot be provided. Such places have to be provided with alternate transportation facilities. These places should be linked with the main railway lines. This is a must for the development of tribal areas and North Eastern regions. It is not only me but the entire country which is indebted to Hon. Railway Minister for his bold initiatives when the country is passing through a crucial economic transformation.

Sir, I thank you for calling me to speak and with these words I conclude my speech.

SHRI RAMPAL SINGH (Domaraiganj): Mr. Deputy, Speaker, sir I rise to oppose the Railway Budget. This Budget is not for the welfare of people because the fares upto 100 kms rail journey for express and mail trains have been increased even though there is no increase in fares for passenger trains. No proposals have been made in the budget for the poverty stricken Eastern Uttar Pradesh in particular has been grossly neglected. Proposals to introduce new trains in the Budget do not cover Eastern Uttar Pradesh. We had demanded introduction of a train between Gorakhpur and New Delhi. At present Vaishali, Saheed and Amrapali originating from Bihar for Delhi touch Gorakhpur but are too crowded and are never punctual. Since that area has not been developed industrially, there is need for its development. Many labourers from Gorakhpur migrate to Ludhiana, Punjab and Delhi for earning livelihood. However, there is no facility for these labourers.

Shri Shukla, who spoke before me, submitted that there is no space for the passengers to board the trains. There used to be an inter-city train between Gorakhpur and Lucknow. It used to start from Gorakhpur in the morning and come back in the evening but it has been discontinued from 1st July. Many Hon. Members met the Hon. Minister of Railways and we also wrote many letters. In reply, the hon. Minister gave an assurance that the demands would be considered. I would like to urge the hon. Minister of Railways to restart Gorakhpur-Lucknow inter-city train.

In the Budget speech, many trains were proposed to be introduced. Even in this regard, Eastern Uttar Pradesh has been grossly neglected because there is no proposal for starting any new train from there. Shri Shukla has said that survey for Khalilabad-Balrampur rail line via Dohrighat and Sahjanva was conducted earlier. During last year, at the time of the Railway Budget, the hon. Minister of Railways was urged to get the rail line constructed. The hon. Minister of Railways in a letter has communicated that a survey was conducted in two phases. Return has been assessed at 3.47 and 4.08 per cent respectively. And in view of the current financial position of the Railways it is not possible to construct the rail lines. I would like to urge the hon. Minister not to neglect the area simply on this basis. Utmost attention should be paid towards those areas where there are no rail lines and no non-industrial development is taking place. Fertilizers, coal and other commodities cannot be transported easily. Therefore, this line must be constructed.

Even in the matter of gauge conversion no rail line of this region is

proposed to be taken up. Last year, when the hon. Minister of Railways paid a visit to Basti I alongwith a delegation of my constituency met him and requested him to convert the loop line between Gorakhpur and Gonda into broad gauge because district Siddharthnagar in my Constituency is located on this line. From this place, Buddhist pilgrim place of Kapilvastu is just 12 kms away and Lumbini, the birth place of Buddha is only 35 kms away and foreign tourists also pass through this route. In view of these things and for the development of area, gauge conversion work on this line should be taken up.

In the last year's Budget it was proposed to conduct survey of Anandnagar, which is 50 kms away from Gorakhpur, Nautanva and Sanoli rail line. However, in the present Budget there is no such proposal. The hon. Minister in his letter of December, 1993 communicated that this has been included in phase I of the action plan. "This action will be taken in coming years as per availability of resources". However, there is no mention of it in the current Budget. Therefore, I would like to urge upon the hon. Minister of Railways to include conversion work of Gorakhpur-Gonda loopline in this year's Budget.

As far as doubling of rail track is concerned I would like to submit that between Lucknow and Gorakhpur there is single line due to which trains get delayed for 5 to 6 hours. Though the distance of 265 kms. can be easily covered in 4 hours yet trains take much time because of single line and the crossing problem delays the trains even upto one hour. Therefore, track between Lucknow and Gorakhpur should be doubled. No plan for electrification of this area has been prepared. At least, the track between

Kanpur and Lucknow, covered by Shatabdi Express should be electrified. 30-40 minutes are wasted in changing engines at Kanpur. After electrification, the trains will reach there on time.

Even passenger amenities are lacking. While travelling one day in First Class coach in Dehradun Express, I noticed that the windows in the compartment were not having shutters and there was neither electricity nor fans and there was no arrangement for cleaning. Nobody is held responsible for not providing passenger amenities and passengers are just being charged in the name of amenities. Nobody cares for even first class coaches. Fares are being increased heavily but amenities are being reduced.

In the end I submit the following demands of my Parliamentary Constituency and Eastern Uttar Pradesh.

A new train having fewer reserved coaches should be introduced between Gorakhpur and New Delhi for the benefit of common man. Inter-city train between Gorakhpur and Lucknow should also be reintroduced and one train between Gorakhpur and Barauni should also be started again. Though everywhere more trains are being introduced, yet on this section the number of trains has been reduced from two to one. At present one train runs between Lucknow and Katihar but reaches late daily by two hours. As a result of all this, daily commuters are facing lot of hardship. Dohrighat-Sahajanva-Balrampur rail line should be constructed. Gonda-Gorakhpur rail line should be converted into broad gauge. Track between Lucknow and Gorakhpur should be doubled and track between Kanpur and Lucknow should be

[Shri Rampal Singh]

electrified. AC coach should be added to the Amrapali Express running between Barauni and Amritsar. Reservation quota for AC and III-tier should be provided at Naugarh, Shohratgarh and other stations. Passenger amenities should be upgraded to provide water, lavatory and other facilities at the stations. With these words, I conclude my speech.

SHRI LALL BABU RAI (Chhapra):

Mr. Deputy Speaker, Sir, I rise to oppose the railway Budget. This Budget is anti-people. Revision in freight and passenger fares by the hon. Minister of Railways has put much burden on the poor. The hon. Minister must be remembering that when Amrapali Express was introduced I had submitted that a totally unreserved train should be started for the benefit of the poor labourers of North Bihar for going to Punjab and Delhi. The hon. Minister appreciated the demand and started a totally unreserved train for the poor. Now the same hon. Minister is helpless before some officers. How can the Government presume that the poor travel only upto 100 kms. I would like to urge the hon. Minister not to increase the fares for travelling upto 200 kms. In addition, I would like to remind the hon. Minister of the submission made by us regarding Bihar during the discussion on three earlier budgets. I do not know the reasons why the hon. Minister is meting out step motherly treatment to Bihar and why Bihar State is being neglected?

During the course of your Budget speech I had enquired whether Bihar was on the map of India or not and even today I am asking the same question? The hon. Minister in a meeting attended by the Chief Minister of Bihar promised to create

the much needed separate zone of Railways in the State. Announcement for construction of rail bridge over the Ganges was also made. Though I was fully expecting that the announcement for the creation of zone and construction of bridge will be made, yet not a word has been spoken in this regard. I most humbly urge the hon. Minister to assure that the promise made in the presence of the State Chief Minister will be fulfilled.

Earlier too I had made a demand for the doubling of Gorakhpur-Baruani rail line and electrification but no heed has been paid towards these demands. Nothing has been done for electrification of Muglasarai-Jhanjhar rail line. This should be got expedited. The work of doubling of Patna-Gaya rail line is pending for a long time. There is the need to look into this.

*(Interruptions)*

I would like to draw the attention of the hon. Minister and the House towards an important issue. Varanasi Railway division is being controlled from Allahabad, located 162 kms. away and Sonapur Railway Division from Varanasi located 150 kms. away. Therefore, Varanasi Railway Division should be controlled from Varanasi and Sonapur Railway Division from Chhapra, located 48-50 kms away because Government money is getting wasted and officials are also facing great difficulty. Therefore, I urge the hon. Minister to ponder over these points.

Time and again, I have raised the point that North-Eastern Railway consists of Varanasi, Chhapra, Sonapur, Katihar, Jogbani and Samastipur and Diesel Workshop of Izzatnagar located 1500 kms away from here. In Gonda also a workshop has been constructed. I had

suggested setting up of a workshop at Sonepur, because it is located midway between Varanasi-Chhapra and Izzatnagar.

I would like to remind the hon. Minister that last year, North-Eastern Railway set up a record in transportation of petroleum products. However, the officials, due to their mutual bickerings, have stopped the work going on for 10 years for modernisation of Sonepur Depot. I urge not to suspend this work because employees are being harassed and it is proposed to transfer them to distant places. Therefore, modernisation work should not be stopped.

Similarly, beautification work of Patna, the capital of Bihar and Chhapra railway stations should be taken up.

Without taking much time I would like to urge upon the hon. Minister to pay adequate attention towards the neglected areas of Bihar. Shaheed Express starting from Muzzaffarpur should run daily and be extended upto Delhi and Chhapra-Jhansi-Gwalior Express should be extended upto Sonepur. Gorakhpur-Chhapra rail line should be doubled and railway track between Barauni and Kanpur via Gorakhpur should be electrified. Patna-Gaya rail line should be doubled. District headquarters of Hazaribagh should be linked by train. In addition, I demand early electrification of Mugalsarai-Ajha railway track via Patna. For the development of Bihar, all the tourist spots of the State could be linked by rail. Rajdhani Express for Howrah is being run twice a week via Patna from Delhi. This should be run on Fridays and Sundays from New Delhi. Shatabdi Express should be started for Patna from New Delhi and Railway line between Hazipur and Sugoli via Vaishali should be

constructed. Vaishali was the capital of Lichhvi kingdom and birthplace of Amrapali and is also a tourist spot. Despite its importance, no railway line is there. I am remembering the words of Aristotle who wrote that for running the affairs of any State efficiently more, than good laws, good and efficient officers are required. If any hon. Member falls sick, then his spouse finds it difficult to get the ticket. I demand that the spouse of an M.P. should also get a pass alongwith an attendant for the whole year as is available to an M.P.

I thank you for giving me the time to speak.

[English]

DR. R. MALLU (Nagar Kurnool): Respected Deputy Speaker, Sir, I rise to support the railway budget. Even after the reduction in the budgetary support from the Government from 51 per cent in 1986-87 to 18 per cent last year, the hon. Railway Minister is very efficiently and smoothly managing the railways to give efficient services to the common man. First of all, I would like to convey my thanks to the hon. Railway Minister for converting metre-gauge to broad-gauge throughout the country which is pending since independence.

As you know, the broad-gauge and metre-gauge systems are there in India. There are a lot of problems in the form of transportation of goods and passengers also. Wherever the metre-gauge ends, the people have to get down and enter into the broad-gauge compartments. And when the goods have also to be shifted to the broad-gauge, there is a lot of wastage of time and money.

The Railway Minister is a very senior politician and has vast knowledge

[Dr. R. Mallu]

about the railways. He has taken the greatest decision of converting the metre-gauge to the broad-gauge throughout the country. Last year, when the railway budget was presented, almost all the MPs felt that the work in their constituencies would be taken care of. They have seen that the work has been taken up in their respective constituencies.

Now, I talk about Andhra Pradesh. I am very grateful to the Minister. He has introduced a daily express between Vijayawada-Guntur-Hyderabad. This is a new express train in this year's budget. He has also extended one train between Bombay-Jalana-Secunderabad. He has also increased the frequency of the trains from Hyderabad to Cochin from bi-weekly to tri-weekly, by which the people are getting a lot of benefit. Previously, these people were waiting for that train continuously for one week.

When I come to the problem of weaker sections in railways, I am very happy about the present Minister. He is the man who is giving encouragement to the scheduled castes and scheduled tribes and minorities. I have the courage and justification to compare the present Railway Minister with Babu Jagjivan Ram who was the Railway Minister from 1956 to 1962. As you know, that was the transit period in railways. He had introduced a lot of new systems in railways. He had seen that the reservation policy in accordance with the Constitution was implemented in the Railways. Similarly, our Minister is also taking a lot of interest in the implementation of schemes meant for the scheduled castes and scheduled tribes and for minorities in the railways. As I am the President of the All-India SC and ST

Railway employees' Association, it has been brought to my notice that in spite of the interest shown by the minister, a lot of posts meant for SCs and STs have fallen vacant.

A number of posts in the promotion category remain vacant. These posts are kept vacant for three years continuously on the pretext that suitable candidates from Scheduled Castes and Scheduled Tribes are not available. After three years, these posts are de-reserved. There are many such instances. Therefore, I request the hon. Minister to give suitable instructions to the officials concerned to see that these posts which are reserved for the SC and ST candidates are duly filled up and the constitutional provisions for safeguarding their interests are strictly implemented, not only with regard to direct recruitment, but also in the promotion categories. I hope that this will be taken care of by the hon. Railway Minister.

Now, I would like to mention certain points with regard to my Parliamentary Constituency. I am thankful to the hon. Minister for including the proposal for gauge conversion from metre-gauge to broad-gauge from Secunderabad to Mahaboobnagar. I am also thankful to the Railway Minister because he has been kind enough to inform us through a letter that the new railway line proposed to be constructed from Raichur to Macherla has been referred for a survey. Raichur - Gadwal line has already been sent to the Planning Commission for clearance. I request the hon. Minister to give an assurance that the Gadwal -Macherla line will be taken up immediately after obtaining the clearance from the Planning Commission, so that the work on this important new line can be taken up in this year itself.

Sir, my Parliamentary Constituency, Nagar Kurnool, is very backward. There is no railway line in our area and our demand in this regard is pending since 1980. From the year 1991, during every Budget, I have been raising this point in particular and requesting the Railway Ministers to include this line. In the latest Railway Budget also, I could not find this project. Therefore, I request the hon. Railway Minister to include this project in this year's Budget. He may kindly make an announcement to this effect while replying to the Debate on the Railway Budget.

Once again, I convey my thanks to the Railway Minister with a request to see that the posts reserved for Scheduled Caste and Scheduled Tribe candidates in direct and promotion categories are duly filled up without any delay. Thank you very much and I conclude my speech as there is no time.

[Translation]

SHRI RAJENDRA AGNIHOTRI (Jhansi): Mr. Deputy Speaker, Sir, I oppose the Rail Budget presented by the hon. Minister of Railways. I have two reasons to oppose it. One is that this is the fourth budget being presented by the hon. Minister. In his very first budget Rail fares were hiked but the Minister also promised to provide facilities to the passengers. He reiterated the same assurance in the second and third Railway Budget and did the same this time also. It is a matter of regret that no attention is being paid towards passenger amenities. A feeling of insecurity is increasing among the passengers. I ask you to set up an Enquiry Committee to go

into the causes of non-fulfillment of the assurances given by the hon. Minister. The 2nd class fares have been hiked but no facility has been given. On the other hand the number of ordinary coaches is being curtailed. Due to this the passengers will have to travel in reserved compartments, but they are required to pay extra fare. I want to tell the hon. Minister that he has put an extra burden on the public by increasing the passenger fares and freight charges and has proposed to raise an extra revenue of Rs. 997 crore in this way. It is an atrocity, especially on those people who travel from Jhansi, Lalitpur, Tikamgarh and Sagar to Delhi to work as daily wagers. The distance from Lalitpur to Jhansi is 100 kilometre and a person who comes to Delhi to earn Rs. 10 will have to pay the increased fare. With this hike in freights prices of other commodities have also been increased. Today, oil, cement and other items of daily consumption have become more costly. who will bear this burden? The 70 per cent population of India is going to bear the burden. I want to submit that here we are representing the common people but you have put extra burden on them. Increasing the railway fares is not the only solution to make Railways self-dependent. On the one hand, there is a need to expand the Railway network and on the other, the present system needs to be improved. Please put a check on the unnecessary expenses in the Railway. Thrust should be given on the efficiency in Railway operation on priority basis. You can set up a Parliamentary Committee which may consider the ways and means to increase the Railway income. There are many suggestions in this regard. In this connection, I would like to give an example of Lalitpur Railway Station. If Lalitpur Station is developed and facilities are provided to the passengers, it may



[Shri Rajendra Agnihotri]

improve the things in the Railways in this manner? You must stop this practice.

become a tourist spot cum centre of natural resources and thus can help fetch crores of rupees. Railway property worth crores of rupees is lying in Jhansi. If the same is used from professional point of view then it may become a source of income to Railways. Lucknow, Kanpur and Bhopal also fall in the same category but Railways are not ready to consider this aspect and you claim that you want to make Railways self-sufficient.

I do admit the fact that you have started some new trains and undertaken expansion of some existing routes. You have also announced construction of new railway lines. But which are those areas where it will be done? Is the Government thinking about areas like Madhya Pradesh, Uttar Pradesh and Bundelkhand region which need railway facilities for their development? I support Uma Bhartiji's view point that if Lalitpur-Singrauli line is constructed Railways may earn income to the tune of Rs. 5 crores as this area is rich in natural resources.

Now, I want to draw your attention towards an important issue of my constituency. The hon. Minister has made a mention about setting up a catering corporation. I would like you to go through the circumstances under which 250 contractors have been awarded contracts by the Railways. This is against the rules. There are certain rules made by the Board that if any contractor is awarded a contract at any Railway Station, it will be done under certain procedure. But at least, 215 contractors have been awarded contracts against the rules. Letter for awarding contracts to them have directly been sent to Jhansi, Harpalpur, Banda and Lucknow from Delhi. Do you want to

Sir, there is a passenger train which runs between Kota and Bina. Please extend it upto Jhansi. The Taj Express which runs from Delhi to Gwalior should be extended upto Jhansi. At least 30 persons died during last two years while crossing the railway line at Lalitpur Railway Station. Therefore, it is necessary to construct a rail overbridge there.

Sir, there are around 5000 salaried people who travel daily from Jhansi Lalitpur, Gwalior and Bina to Delhi with the season tickets. I urge upon you to run a special train for their benefit as most of the mail trains get late due to several halts.

There is a hospital in Jhansi. As large number of Railway employees reside there, I urge you to equip it with latest technology and other infrastructural facilities for the benefit of these employees.

The employees who die during service period and their wards are minor, they are not provided any job even after becoming eligible for the same. I urge to provide their wards with jobs as and when they become eligible.

I have another demand that the Railways should construct houses for certain percentage of its staff. There is no adequate housing facility for the Railway employees. There is a Railway colony in Jhansi but it lacks facilities like water, electricity and health services. Roads are in bad shape. There are no schools there. You should arrange all these facilities.

I thank you for issuing orders for providing a halt for Mahamaya Express at Lalitpur and for making reservations through computers in Jhansi. I request you to arrange halts for the Gorakhpur-Cochin and Hyderabad-Cochin Express at Lalitpur.

SHRI C.K. JAFFER SHARIEF: Sir, I would like to speak in regard to one or two points at this stage as later on, I will not be able to speak. It is not correct that in case of death of Railway employees, their minor children are not provided jobs even after becoming eligible, I want to tell you that I have taken steps in this regard and in a number of cases, we have already done the needful.

The next point was about catering that we are going against the rules in awarding contracts. I want that it will be better if my hon. friends do not recommend case any more... (*Interruptions*)...

SHRI RAJENDRA AGNIHOTRI: Recommendations are made but that is under the rules, you may please amend the rules framed by the Board... (*Interruptions*)

SHRI. C.K. JAFFER SHARIEF: You probably do not know that most of the public workers have been Members of Parliament also. It is not that an officer who has got powers can award a contract to anybody and show reluctance in the case of a public worker. One should be honest and work undauntedly according to rules.

SHRI MOHAMMAD ALI ASHRAF FATMI (Darbhanga): I rise to oppose the Railway Budget. You know the reason behind it, the hike in fares, and especially

in the freight charges, have affected the entire economy. The other day, I gave vent to my anger. It was particularly in respect of Uttar Pradesh, Bihar, Orissa and West Bengal. I would like to confine my speech to Bihar. In fact, the day on which the budget was presented here, a number of projects were announced but none was meant for Bihar. Of course one or two trains were announced for Bihar. But when I went through the Budget in detail, I came to know that work costing about Rs. 203 crores are being taken up in Bihar. The construction of Chhatauni bridge is also under process. This year two projects regarding gauge conversion work of Muzaffarpur to Raxual and Samastipur to Darbhanga have been taken up. Actually, these are pending works of last year. This year funds have been sanctioned. I am sorry to say that. No new gauge conversion has been announced for Bihar, when work for unigauge is being taken up all over India.

I would like to thank the Rail Minister as well as the Minister for accepting the long standing demand of gauge conversion of Samastipur-Darbhanga line, which has been pending for the last 25 years. By doing this he has opened new vistas for the development of the most backward areas of India. I congratulate him. Besides, at present, there are only two projects for Bihar—one is from Muzaffarpur to Raxual and the other one is from Muzaffarpur to Darbhanga. For want of a meagre sum of Rs. 2.5 crore the work relating to Muzaffarpur to Raxual will have to be postponed to 1995-96 budget. The target date for the completion of Samastipur-Darbhanga broad gauge conversion was fixed for June 1995. As at present, there is no on going project in Bihar, therefore, please, ensure the completion of these projects in 1994-95. No funds have been

[Shri Mohammad Ali Ashraf Fatmi]

sanctioned for the work on Dunka-Mandarhill line. The Minister of Railways must answer it in his reply.

Today, Bihar requires new rail lines. A line from Rajgir to Gaya is required. Rajgir is an ancient and historical place. It should be linked with Gaya. The hon. Minister should give due consideration in respect of the Giridih-Kodarma, rail line, situated in the most backward tribal area, and because a survey work has already been carried out in this regard.

There is no fast train for Bihar. In order to provide facilities to the people of Bihar, arrangements should be made to run a Rajdhani or a Shatabdi Express from Patna. The work relating to Chhatauni bridge which is under construction should be completed. One of my colleagues just now mentioned about zonal office. Work for its early completion should be undertaken. There are many bridges on the Ganges in UP but in Bihar there is only one. Besides, steps should be taken to connect Hajipur with Patna by constructing a bridge on Ganges. The Railway Ministry should take up the work relating to Bhiga Palina.

Steps should be taken to introduce a fast train from Patna. You should take up the work relating to Bagaha-Chhotauni which is an important bridge. The students, who come from far flung areas for study in residential universities or colleges, get one railway concessions in a year. Instead, they should be given three railway concessions i.e. one in the summer vacation and the other two during the festivals. Previously, three concessions were being given but now they have restricted it to one concession only. As a result of it, the residential

scholars studying in Benaras Hindu University, Jawaharlal Nehru University and Aligarh Muslim University are facing a lot of difficulties on this account. The Government of India's 15 point programme has not been implemented till this date. Railways also conducts training programmes for many technical courses. Besides, a number of vacancies arise round the year. There are 18 lakh employees in the Railways. I would urge upon the Railway Minister that efforts should be made to implement 15-point Programmes in the training programmes and in the jobs. I hope that the hon. Railway Minister will make it a point to speak about it.

Secondly, the stations which still lack computerisation facility, ticketing is a big problem there. Secondly goods sent from one station to another station are lost in transit which require a proper controlling system. You should go for total computerization.

Today lakhs of NRIs reside in other countries. They are able to get air tickets in other countries. In Gulf countries there are 10 lakh Indians. They are earning foreign exchange for us. If you make arrangements to provide railway tickets with reservation in these countries, then it will facilitate their travel in India. The other countries like Pakistan, Bangladesh and Sri Lanka are providing their railway tickets there, but for 10 lakh Indians, no such facility is available. I urge the Minister to do the needful in this regard as it will not only be convenient for them but will also earn foreign exchange for the nation.

[English]

MR DEPUTY SPEAKER Mr Fatmi, you are seasoned and experienced

Parliamentarian. You are absolutely correct. But others are equally important. So, please look into the timings also.

[Translation]

SHRI MOHAMMAD ALI ASHRAF FATMI: This way we can earn a lot of money. Therefore, this facility should be provided to them in order to earn foreign exchange.

These days food and potable water are distant dreams in long distance trains. The hon. Minister will have to look into this matter to ensure availability of good food and hygienic cold water in long distance trains, especially during summer days.

Finally, I would like to support the demand of Shri Lall Babu Rai about spouses. It is not only his demand but also of the country as a whole. You might have noticed that when he was making this demand, the House unanimously lauded it. Therefore, you should accept this demand and make an announcement to this effect in your final speech.

I hope that, Bihar will not be overlooked in the forth coming Budgets. The Minister of Railways will pay attention towards the demands of Bihar and will accept them.

DR. LAXMINARAYAN PANDEYA: (Mandsaur): Mr. Deputy Speaker, Sir, there is a maxim in Sanskrit: "Ya Nisha Sarve Bhutanam, Tsyam Jagriti Sanyami" i.e. when the whole world goes to sleep, temperate people awake. All those who are sitting here tonight are temperate persons.

Your name is Sharif. Today, your gentlemanliness is also put on test

because you are also sitting with us here till 3 O'clock. Now, the subject about which I am trying to say something is very important and the people of my Constituency also expect me to say something. Keeping this in view, I would put my views in brief. It has been our tradition that when one does not want to speak in length, the point should be put in brief. Those who want to comment, let them do so. You have increased railway fare beyond the distance of 100 kilometers. It should be withdrawn because the poor people will have to bear this burden as this arrangement exists for general passenger or local trains only. These people cannot travel either by Express trains or Mail trains. Therefore, the extra burden which these people will have to bear on account of the increase in fare, should be withdrawn. Further, freight charges have also been increased. These should also be withdrawn because the prices of cooking gas and diesel and many other essential items had been increased before this budget. If you still go for increase in the freight charges then the items, which were not covered by this increase earlier, would become costly and result in price-rise. If you could bring it down to some extent, I think, this will help those people who consider rail transport as a very convenient means of transport to carry their goods from one place to other.

Sir, you talk about the facilities being extended to the passengers. I think, it should be given top priority. In this connection, if I find somebody guilty, it is the Railway Board. It is because the Railway Board has never given a serious thought to the facilities provided to the passengers. This warrants reconstitution of the Railway Board. If need be, more persons may be employed in the Railways. The increasing needs and services of the

[Shri Laxminarayan Pandeya]

Railways and the way, you want to bring about quality or you want to improve the functioning of the Railways should be kept in view while reconstituting the Railway Board. The strength of the Railway Board should also be increased. Only then, you can do justice to the people.

I would also like to make one more submission that when I talk about the reconstitution of the Railway Board, arrangements for decentralisation of Divisional Headquarters and Zonal Offices should also be made for their smooth functioning. It has become inevitable. If you adopt this approach, the railway services will improve and it would further increase efficiency. About gauge conversion, several Members have already spoken. The Standing Committee on Railways has expressed different opinion because it appeared to them as if the whole budget is being diverted to some other works. If the whole budget is spent on gauge conversion only, then what would happen to other projects? But to some extent, I consider gauge conversion necessary because it certainly increased railway capacity for carrying traffic. Further, it is cost effective also. In this way the conversion work which would be undetaken in future, would be appropriate and it should be augmented.

Now, I would like to tell you about my Constituency. Gauge Conversion work has been completed from Kota to Neemuch. Here, you have earmarked two crores rupees only for extending it upto Ratlam. I would like this amount to be increased so that the cement factories located at Neemuch, Nayagaon and Chittor and a solvent plant and other factories located in this area are also covered by this line. Big factories are

located on this stretch measuring about 130 kilometres for which sanction has already been accorded. In the last year's Budget, the amount allocated for this purpose was less. In this year's budget also, it is more or less the same. If sufficient allocation is made, it would fetch more revenue. Earlier, the goods used to reach Bombay via Kota. Now, these will reach Bombay via Ratlam. Therefore, this aspect requires more attention.

As far as facilities to general passengers are concerned, an overbridge is under construction near Ratlam which is a Divisional Headquarter. The construction work has been going on for the last five-six years but it is yet to be completed.

I urge upon the hon. Minister that the construction of Ratlam overbridge be taken up without delay. Likewise, one has to wait for hours at Mandsaur, Neemuch and Jawara and the traffic is blocked. All the three are important stations. I know that proposal in this regard as well as offer of partial contribution should have been sent by the State Government, but we, too, are making an endeavour in this direction. I urge upon the hon. Minister to take up this matter with the State Government at his own level, because the number of accidents has been increasing in this region.

You may recall, that the Rajdhani Express met with an accident near Kota recently. Awadh Express met the same fate near Ratlam-Bangroda. There have been 3-4 accidents within the span of one and a half months in which many people were killed and hundreds injured. The reason behind these accidents needs to be ascertained. I would like to know whether these were caused due to lapses on the part of linemen, the signal staff, the

drivers or anybody else? If need be an enquiry committee should be appointed for this purpose and the reasons ascertained thereof. A serious thought needs to be given to this problem.

Something has been said about the unmanned level crossings. There is a need to appoint gatemen there. There are gatemen at many such points but their services are taken for other purposes. Instead of doing their duty, they serve as a domestic help to the Station Master. The key of the first-class waiting hall is generally with them. At the time of arrival or departure of a train, they have to walk down upto a Kilometer. Same situation prevails at many stations near Nayagaon, Neemuch and Jawara. Gatemen have been appointed for 8-12 hours. They should be on duty round the clock. When you charge more rail fare, you should take care of the passenger amenities as well.

I would like to draw your attention to another point. The recruitment headquarters of the Northern Railway has been shifted from Chandigarh to Srinagar. The reason thereof is beyond our perception.

SHRI C.K. JAFFER SHARIEF: This is located at Jammu for a long time now.

DR. LAXMINARAYAN PANDEYA: We read about it in a newspaper. We would like to know from the hon. Minister whether this is a fact and what are the reasons for taking this step.

With regard to the announcement arrangements, I would like to say that this arrangement is satisfactory at Delhi but there is no proper arrangement at Ratlam, Indore, Bhopal and other stations. At one time, they will say that the train is late by 15 minutes, then after a while, they say

that it is running late by one hour and then, by 2 hours. This arrangement needs to be changed so that people do not have to wait for too long.

With regard to the drinking water at stations. I would submit that the old water huts have been removed. When I enquired about it from the station master of Mandsaur, he replied that taps had been installed but when I took him over to the taps, all the taps were dry. I request that the old system of water huts should be restored at Mandsaur so that the passengers could get drinking water.

Similarly, increase in the number of coaches has left little space under the sheds and the passengers have to brave the heat and rain at many stations in the open. The existing sheds need to be extended at such stations. Our friend from Bihar was saying that Bihar has been neglected. The same can be said about Madhya Pradesh also.

What has Madhya Pradesh got except Delhi-Rajahara line. There is no express train running between Ratlam and Bhopal. Malawa express which used to run upto Delhi has been extended upto Jammu and the trains that ran twice a week have been scheduled to run thrice a week. No new train has been introduced between Khandawa and Ajmer and only those trains that used to run between this section before Independence are running there. I would like to reiterate my demand of conversion of Indore-Ratlam railway line. The regional General Manager should hold meetings with the Members of Parliament once or twice a year. This system was initiated but for the past two years, there has been no meeting. A meeting was held with the General Manager of Western Railway at Indore. A joint meeting of the Kota-Ratlam division

[Shri Laxminarayan Pandeya]

should be held so that we can sort out smaller problems and remove them. The Zonal Railway Consultative Committee and the Divisional Railway Consultative Committee should be restructured. Ratlam, Mandsaur and Indore should be included in the list of Model Railway Stations. I would only like to say that my demand of the conversion and doubling of railway line must be acceded to without delay. Superfast trains to Bombay must halt at Durgapura and Shamgarh stations on Western Railways.

[English]

SHRI A.G.S. RAM BABU (Madurai):  
Mr. Deputy Speaker, Sir, I rise to support the Railway Budget for the year, 1993-94 presented by the Railway Minister Shri C.K. Jaffer Sharief.

In this Budget, with limited resources, the Railway Minister has presented a growth-oriented Budget which will help the common people of our country.

First of all, I would like to congratulate and thank the hon. Railway Minister for introducing Rajdhani Express Delhi-Madras initially. Thereafter, it was extended up to Trivandrum. This will definitely help not only the people of Delhi but also the people of Tamil Nadu and Kerala. For the convenience of the people of Tamil Nadu, one more Rajdhani Express should be introduced.

I appreciate the Railway Minister Shri C.K. Jaffer Sharief for the programme of production of diesel multiple units, miniline multiple units and

introduction of three-tier AC Sleeper coaches. This will be definitely the best railway.

The Budget support to the Indian Railway has been substantially reduced in the recent years from 51 per cent in 1986-87 to 18 per cent in 1994-95. At least, it must be increased to the level of 35 per cent. Otherwise, it is difficult to run the railway administration. I am very sorry to say that in the current year's Railway Budget, the State of Tamil Nadu has been totally neglected.

In this present Railway Budget, only Rs. 30 crores have been allotted for repaid transit system for Madras. It is a very meagre amount. A further amount of Rs.70 crores should be allotted exclusively for earlier completion of the project keeping in mind the cost escalation. Adequate funds are to be provided for the conversion of BG line between Dindigul and Tiruchi and onwards. The present allotted funds are inadequate to meet the expenditure. It will take a long time for conversion.

On behalf of the people of Tamil Nadu, I would like to thank the Railway Minister for the early completion of the Karur-Madurai-Tuticorin-Kanyakumari BG line.

I also thank the hon. Railway Minister for the introduction of a new train between Kanyakumari and Madras. Here, I would like to stress one point. The running time between Kanyakumari and Madras should be reduced. The minimum distance of 100 kms, for the non-increment in fares must be raised to 200 kms, since the passengers prefer going by bus within 100 kms. This will help the Railway to get additional revenue.

The senior citizens are given 25 per cent concession in fares beyond 500 kms. at present. This restriction should be removed in the case of senior citizens. They will certainly be grateful and they will feel happy about it.

A separate direct train between Madurai and Bangalore should be provided at the earliest.

Further, slip coaches from Madurai to Bombay, Delhi, Howrah, Ahmedabad and Surat must be attached to this train which will be more gainful to the Railway and the passengers as well.

Survey for the new lines between Dindigul - Pollachi - Palghat, for Dindigul - Pollachi - Coimbatore and also for Virudhunagar - Thenkasi - Sengottai as well as Madurai-Rameshwaram should be conducted and completed in the shortest possible time. Funds should be earmarked for this purpose. Moreover, the provision of A.C. 3-Tier coaches should be extended to New Delhi - Madras Tamil Nadu Express and G.T. Express also. To improve the facility at Madurai Goods-shed, more funds must be allotted.

In Madurai, four railway over-bridges should be constructed. It was a long-pending demand. I would request the hon. Minister to arrange to take up the construction of these over-bridges near Madurai Coasts of Madurai, Periyar Bus Stand and Koodal Nagar railway station and Samayanallur railway line. For this purpose, funds must be allotted.

For the purpose of travel from Kanyakumari to Tirupathi via Madurai, a Temple on Wheels similar to Palace on Wheels must be introduced.

Moreover, in the Integral Coach Factory at Perambur, there is a rumour regarding reducing the target in respect of production of railway coaches. It is now going on. I hope that it will not happen and I request that more coaches must be produced there.

In the ICF factory, out of 14000 employees, only 2000 have got the housing facility. So, the remaining employees should also get the housing facility as early as possible.

I also welcome the honour of providing with free train travel for Kapil Dev and for his family throughout India. Similar encouragement must also be provided to the other eminent sports women of our country.

With these few words, I support wholeheartedly this year Railway Budget presented by the hon. Railway Minister and I am sure he will extend his helping hand in providing necessary rail facilities and other facilities to the people of India and particularly for the people of Tamil Nadu.

[Translation]

SHRI SANTOSH KUMAR GANGWAR (Bareilly): Though the discussion has been going on long and several points have been highlighted before the Government, yet I would try to put forth my views within five-seven minutes.

Indian Railways are the biggest railway network in the world and India should be proud of it but it seems we are not in a position to say so. No matter what has been the reason behind it, I do not intend to mention it merely to criticise it. We are increasing the number of trains;



[Shri Santosh Kumar Gangwar]

the number of passengers is also on the increase and the freight transport is also increasing, but the income is not increasing in due proportion. If we hand it over to the Private Sector, it will prove to be beneficial. I am not saying that it should be handed over to the Private Sector but are we earning any income from this organisation? All our schemes fall flat if our people do not get employment. The Railways maintain that the number of employees with them is more than their requirement. They want to retrench their employees. They want to keep it to 12 lakhs. Please enlighten us on the number of employees recruited in the railways during the last few years and what has been the increase in the number of officers? Their number has increased but the number of workers and labourers has declined. This is a fact. I don't say that modernisation should not be done but there should not be any decrease in the number of workers by retrenching them. You should understand that by doing so our purpose will be defeated.

Mr. Deputy Speaker, Sir, I belong to Bareilly. Wooden sleepers used to be manufactured in Bareilly, the production of which has now stopped. There was a factory of East Northern Railways also which manufactured bogies and cranes but now no work is undertaken in that factory. I have data to show that the number of workers is decreasing there. Such a big area is lying unutilised. People are encroaching upon it. We have come to know that a coach factory was proposed to be set up there but it could not be set up due to certain reasons. This factory could have been set up there with a minimum cost but the Railways are not willing to do that. When we correspond

about it, they say that there is no such thing.

Mr. Deputy Speaker, Sir, I must say one thing that when our top leaders, hon. Vajpayeejee or Advaniji, come to Bareilly Station they curse the department of Railways for lack of retiring room facility for 1st class and AC class passengers. Not even a single room has been prepared for the last 10 months. Even the toilet is closed. Everybody has to use the toilet ment for ladies. I would ask the hon. Minister to enquire into the delay in the construction of a room.

Mr. Deputy Speaker, Sir, while participating in the discussion on railway budget, I had mentioned that there is not even a single urinal at Bareilly junction. But when I wrote to the hon. Minister, I got the reply that I had asked for the funds for the modernisation of Bareilly junction. But since the process of modernisation is a continuous one and the requisite funds are duly provided for it but as all the facilities are available at Bareilly junction, there is, therefore, no need for its modernisation. This was the reply given. But I do not understand as to what facilities are available there and how there is no need for more for amenities at present.

Mr. Deputy Speaker, Bareilly junction is an important station of Howrah-Jammu line it is used by a large number of passengers. But the adjoining Shahjahanpur Station's reservation quota for passengers is more than that of Bareilly, although, Bareilly is the centre of Kumaon division. I feel that Bareilly Station is deliberately neglected.

I had received a letter from the hon. Minister on the 8th August in which he stated that he was writing to the General Managers and the D.M.R. to invite the

Members of Parliament and hold a discussion on problems pertaining to rail services. Only we meeting each took place in the years 1992, 1993 and 1994. I want to say that when we write to them, we get a reply that the requisite action would be taken. I can understand the justification of such a reply from a Minister but it is not a proper for an official of the rank of D.M.R. or G.M. to write like this because the representatives of the people are answerable to public as to what action is being taken in each case. That's why, attention should be given to this fact.

Mr. Deputy Speaker, Sir, I welcome the step of issuing a free railway pass to the cricketer Kapil Dev. It is a good step and it should be encouraged. I would also like to draw the attention of the hon. Minister to this fact that there are large number of handicapped persons in our country. The Railways should provide facilities to them. They should be get AC class facility also. It was seen that as compared to the last year, the Railways have decreased the facilities for handicapped persons in the current year.

I would like you to look into it and if any decrease is found, provide more facilities to them. I would like to give one more suggestion. The new rules framed by you are becoming a source of difficulties for daily passengers. They cannot travel in the sleeper class or in higher class. You should do away with AC 1st class and 1st class, Chaircars should be encouraged and daily passengers should be allowed in chaircars.

I had gone to the Railway station three days back. I dropped one gentleman at the platform. When I came back he told me that someone had stolen the shoes of the man sitting next to him. The attache-case of a relative of mine

was stolen from AC sleeper class. We wrote a letter and got a reply that it was non-traceable. I would like you to tell us as to what action had been taken in the theft cases that occurred during last 2-3 years. GRP and RPF organisations are meant to protect railway property but it seems that these organisations merely grind their own axes. I would only like to restrict myself to my constituency.

Certain irregularities are being committed in the Department of Railways. The senior employees are getting less salaries than their juniors. Such anomalies should be removed. You have made announcement for the introduction of a couple of trains. *Sadbhavana Express* will touch Bareilly via Chanetti Station. Chanetti is at a great distance from Bareilly. We request that it should run via Bareilly junction. *Shramjivi Express* stops at Delhi after Bareilly. Delhi is at a distance of 250 km. but one does not get a ticket there because you have prescribed the distance limit of 300km. My submission is that one should get tickets on the basis of a distance of 250 km. One more Lucknow-bound train has been introduced from Saharanpur. This train should make a halt at Nagaria Sadad Tehsil in Bareilly. A sugar mill is being set up there and a degree college is also located there. *Shyamganj* railway station in Bareilly is not being utilised. It is a very good area but it is being rapidly encroached upon. I have written several times that some decision should soon be taken in this regard, otherwise the entire area will be encroached upon and you will not be in a position to utilise it. Besides, *Bareilly-Delhi* passenger train which used to start at 9 p.m. and used to reach Delhi by 6 a.m. Now its timings have been changed and it starts at 6.30 p.m. which is very inconvenient for the people of Bareilly. I urge upon you to restore the

[Shri Santosh Kumar Gangwar]

earlier time-schedule. You might say that there is not enough reservation from this station but I urge that a computerised reservation centre be opened. Bareilly is an industrial centre and you will certainly feel that you are getting more revenue from there. I conclude with the hope that the hon. Minister would take necessary steps in this regard.

[English]

\*SHRI K.H. MUNIYAPPA (Kolar): Mr. Deputy Speaker, Sir, the hon. Minister of Railways Shri Jaffer Sharief has presented a pragmatic Railway Budget for the year 1994-95. I congratulate Shri Jaffer Sharief and Shri K.C. Lenka for their achievements in laying new railway lines and converting meter gauge into broad gauge under the able guidance of the Hon. Prime Minister Shri P.V. Narasimha Rao. The steps taken by the Hon. Railway Minister to improve railway facilities in the country are revolutionary. He occupies the top position among all the Railway Ministers since Independence.

Shri Jaffer Sharief has taken a firm decision to convert about 6000 km of meter gauge into broad gauge by the turn of the century. In fact, he has already completed 1/3 of the conversion work. Sufficient funds have been allocated for gauge conversion and the work has been taken up on top priority basis. I thank the Hon. Minister for this.

The Hon. Minister has introduced a new train between Bangalore and Tirupathi. He expedited the gauge

conversion work between Bangalore and Mysore and completed it. The long awaited electrification of the line between Bangalore and Jolarpet has also been completed successfully. It is Mr. Jaffer Sharief who introduced Rajdhani Express between New Delhi and Bangalore. These are some of the examples of the various services rendered by the Hon. Minister for the development of Railways in India. Indian Railways have a very bright future.

Sir, we have some urgent demands that have to be taken up by the Hon. Minister. The narrow gauge line between Yalahanka and Bangarpet is a very old narrow gauge line. The conversion of this line is pending for a long time. Our senior colleague Shri V. Krishna Rao and other members of Parliament are pleading with the Government for taking up this work very soon. In fact, the Hon. Minister has graciously mentioned in his Budget speech about the taking up of gauge conversion work of Yelahanka - Chikkaballapura and Bangarpet - Kolar. I am grateful to Shri Jaffer Sharief for this. This would cover about 70 K.M. and the rest of the 70 K.M. railway line should also be taken up for gauge conversion. This would not involve too much expenditure. This conversion work would enable to link many important towns and cities like Tirupathi, Hyderabad, Madras etc. Vegetables are grown abundantly in Kolar districts. Production of silk is one of the major professions here. Potato and Mango are also the popular crops of this area.

These Agricultural produces have to be sent to various parts of the country like Shimla, Banaras, Madras, Bombay etc.

These Agricultural produces are also exported to Rangoon., Nepal and other countries. Hence early conversion of the above mentioned line is urgent and very essential.

The other vital Railway project that have to be completed on priority basis are the following:—

- (1) Gauge conversion of Bangalore-Miraj line.
- (2) Direct railway line between Bangalore and Hyderabad via Guntakal.
- (3) Doubling of railway line between Bangalore and Jolarpet.

Our wholehearted respects to Shri Jaffer Sharief for introducing suburban Railway services in Bangalore. My humble appeal to him is to provide circular Ring Railway to the Garden City of India, Bangalore as it is one of the fastest developing cities in ASIA.

Sir, the backlog in filling up the vacancies of Scheduled Castes and Scheduled Tribes candidates is continuing in Railways for the last several years. This has to be cleared immediately without any further delay because justice delayed is justice denied.

I wish to great success to the Hon. Minister in his ventures. Sir, I thank you for giving me an opportunity to speak and with these words I conclude my speech.

\*SHRI V. KRISHNA RAO  
(Chikkaballapura): Mr. Deputy Speaker,

Sir, I rise to support and welcome the Railway Budget 1994-95 presented by the Hon. Minister Shri C.K. Jaffer Sharief. In fact he has created a new record in achieving great success in the development of Indian Railways. The progress which could have taken 100 years has been achieved in just 3 years by the Hon. Minister. Such a realistic Budget has not been presented before and in future also we may not come across such a pragmatic Budget

In a very short span of time many meter gauge lines have been converted into broad gauge lines. This has helped the common man in our country to improve his standard of life. The people of Karnataka are grateful to the Hon. Minister Shri Jaffer Sharief. Rural Areas and remote areas are also progressing as they are being provided with Railway facilities.

This is a very good Budget and I call it as a common man's budget. In this Budget, there is no burden to the ordinary people.

Earlier we were travelling for three full days to reach Delhi. But now we can reach Delhi directly within 36 hours. This facility is there not only to the capital of Karnataka but also to most of the cities of India.

Many new trains have been introduced by the Hon. Minister. Rajdhani Express trains have been introduced to most of the Capital cities of States.

We were waiting for the last 30 years for the completion of conversion between Bangalore and Mysore. It is Mr.

[Shri V. Krishna Rao]

Jaffer Sharief who completed this work very quickly and now we can travel between these two cities with great pleasure.

We, the people of Karnataka are demanding for setting up of South-Western Railway Zone in Bangalore. I request the Minister to set up this Zone in Bangalore at the earliest.

Bangalore is a beautiful city. It is developing very fast than any other city like Bombay and Madras as the city roads are becoming congested. The Karnataka Road Transport Corporation and the Bangalore Transport Corporation are not in a position to cater to the needs of people living in Bangalore. Hence, I appeal to the Hon. Minister to sanction a circular Railway for Bangalore.

In Chikkaballapura there were no railway lines for a long time. Then our Central Government was very kind to sanction a railway line between Yalaanka and Bangalore via Chikkaballapura.

This line has to be extended from Chintamani upto Tirupathi. Again, from Chikkaballapura the line should be extended upto Chitraduraga via Mudhugiri and Gowribidanur.

Sir, once again I congratulate the Hon. Minister for his great success. I thank you, Sir, for permitting me to speak on the Railway Budget and with these words I conclude my speech.

SHRI SHIVRAJ SINGH CHAUHAN  
(Vidisha): Hon'ble Deputy Speaker, Sir, after having kept me waiting for the whole

night, now I have been given an opportunity to speak in the early morning.

By the way, I wanted to thank the Hon'ble Minister for presenting his fourth consecutive budget and that too of a kind which by increasing the fare and freight rates for the fourth time, has broken the backbone of common man who was already reeling under the burden of price rise. But I would not speak much on this subject as other Members have already thrown light on this issue.

This budget has not brought any ray of hope for Madhya Pradesh. It has rather disappointed the people of this State. In this budget grave injustice has been done to Madhya Pradesh. Madhya Pradesh is the largest State of India, yet development wise it is most backward one. Its Bastar district alone is larger than Kerala. This district has all the potentialities. Though it is rich in human resource, forest wealth and also has immense potential for development, yet this predominantly tribal district in Chhatisgarh region is reckoned as the backward area of India. It is still to find a place in the railway map of India.

We, the people of Madhya Pradesh, have several times requested the Hon'ble Minister. Even the Government of Madhya Pradesh have submitted unanimously passed resolution to the effect that a rail line may be laid from Dalli Rajhara to Jagdalpur and you too have mentioned in the Budget that approval is being accorded to this project, yet no Budget provision has been made for this purpose. I would like to submit that Bastar, which is completely cut-off from the rest of India is Naxalite infested area because of the fact that despite unlimited potentialities for development, even today

there is no sign of development. That is why the unemployed youths are taking guns in their hands. I want to tell the Hon'ble Minister that a starving person can go to any extent:

"Tan ki Havas Man ko Gunahagar Bana Deti Hai,  
Bag Ke Bag ko Bimar Bana Deti Hai  
Bhukhe pet ko Deshbhakti Sikhane Walon,  
Bhukh Insan Ko Gaddar Bana Deti Hai."

The bullet alone will not help in solving Naxalite problem. We shall have to take up development work in Bastar and the first step in the direction of development is construction of rail line. Therefore, I would request that construction of Dalli Rajhara-Jagdarpur line may be laid as early as possible so that the process of development could be started there. As regards Lalitpur-Singrauli railway line, other members, who have spoken before me, have also covered this subject. The people of Madhya Pradesh, particularly of Bundelkhand have several times voiced their demand for this rail line but it is yet to be approved.

Moreover, Madhya Pradesh Legislative Assembly had also sent a resolution passed unanimously by the Assembly. The then Minister of Railways Shri Madhavrao Scindia had also permitted also promised to the people of Madhya Pradesh in a public meeting that he would order for conducting survey for laying a rail line to link Indore with Jabalpur via Khategaon, Kannauj, Narulganj, Rahti, Budni, Baxara, Bali and Udaipura and start the work as early as possible but no survey has been done till date.

Similarly, the headquarter of Raisen district, which falls under my constituency,

is also cut-off from the railway network. We have requested many a times to the Hon'ble Minister as well as the Department of Railways for undertaking a survey for a railway line linking Raisen Gairatganj and Begumganj with Sagar via Salamatpur. I think it is also necessary to undertake a survey for this line.

Further, a train No. 111, 112 running directly between Ratlam and Bhopal in Madhya Pradesh has been discontinued for the last few years. This train was very useful for the tribal population of Ratlam, Mandasaur and Dhar. Therefore, the services of the above train are required to be restored.

Similar is the case of Indore and Dahod railway line. We feel that the work on this line should also start. Jhansi, Lalitpur and Vidisha are main tourist attractions of India. There is a famous Sanchi Stupa near Vidisha. Many other places are also worth seeing there. On account of its being a tourist centre, there should be a provision for halting of every important train.

Honourable Deputy Speaker, Sir, through you, I make this demand. Mahamaya Express should have a halt at Vidisha and Dadar Amritsar Express should halt at Gulabganj. The people of Gulabganj have been making this demand for the last several years. The people have also staged demonstrations. I have myself written to the Chief Minister several times. I make a demand for providing halt of Dakshin Express at Budni, an early construction of over-bridge at Bansoda, Budni, and Abdulaganj. At present, reservation quota for first class and A.C. second class is not available at Vidisha, which may kindly be provided there and an initiative may be taken in that direction.

[Shri Shivraj Singh Chauhan]

Sir, so far as time factor is concerned I just recall an incident. Yesterday, I kept waiting for a train at the railway station. I was told on telephone that the train will arrive in time. When I reached the station, at first I was told that the train will be late by half an hour. Thereafter, I was told that it is late by one hour and again I was informed that it is late by one and a half hour. The Tamilnadu Express departed from Bhopal Station at quarter to two. I want to request the Hon'ble Minister that at least the passengers should be told, the right time of arrival of trains. If the Railway Department undertakes any work and organises a programme for its inauguration, the representative of that area should be informed. For example, an overbridge was constructed at Vidisha and it was inaugurated by the Chief Minister of Madhya Pradesh, a former Railway Minister, but no information was given to the Member of Parliament or any representative of the people of that area. We, therefore, did not participate in the function to register protest against this attitude. Earlier, I had inaugurated an over-bridge on 7th March and there, I had declared that if the elected representatives of the people would be ignored like this in future, the people will themselves inaugurate over-bridges or

any other works. If any manoeuvring is resorted to, put the label of Congress on the Governmental programme, you will have to face protest from the masses.

Sir, through you, I once again request that the Hon'ble Minister should make efforts to develop Vidisha as a model station under the programme undertaken by the Railway Department to develop certain Railway Stations into Model Stations. I thank you for giving me an opportunity to speak. With these words, I conclude.

[English]

PROF. SAVITHRI LAKSHMANAN (Mukundapuram): Sir, I would like to know whether we could sign the attendance, for today, right now.

MR. DEPUTY SPEAKER: No that be done only after Eleven.

*The House stands adjourned to meet again at 1100 hrs. today.*

**03.58 hrs.**

*The Lok Sabha then adjourned till Eleven of the Clock.*

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