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Wednesday, March 5, 1986
Phalguna, 14, 1907 (Saka)

LOK SABHA DEBATES

(English Version)

Fifth Session
(Eighth Lok Sabha)



सत्यमेव जयते

LOK SABHA SECRETARIAT
NEW DELHI

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C O N T E N T S

No. 9 Wednesday, March 5, 1986/Phalgunā 14, 1907 (Saka)

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LOK SABHA DEBATES

LOK SABHA

Wednesday, March 5, 1986/
Phalguna 14, 1907 (SAKA)

*The Lok Sabha met at
Eleven of the Clock*

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

[English]

MR. SPEAKER : Shri H. M. Patel.

SHRI S. JAIPAL REDDY : That is a good question.

MR. SPEAKER : I think that is why he is absent !

PROF. MADHU DANDAVATE : If you can replace one Chief Minister by another Chief Minister, I can put the question !

MR. SPEAKER : You did not give me that power.

Development of new units under VSSC

*144. SHRI T. BASHEER : Will the PRIME MINISTER be pleased to state :

(a) whether there is any proposal to develop new units under the Vikram Sarabhai Space Centre (VSSC) in Kerala; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS, OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) and (b) There is no proposal to develop new units under the

Vikram Sarabhai Space Centre. However, to meet functional requirements, the process of needed organisational restructuring, establishment of appropriate project teams and consolidation of R & D activities to meet the programme requirements, will continue.

SHRI T. BASHEER : I am very much disappointed by the answer given by the hon. Minister that there is no proposal to develop new units under the Vikram Sarabhai Space Centre. VSSC is a national centre for research and development in launcher development and related areas of space technology. It is a well-known fact that our country is very much in an advanced stage regarding the space science and space technology. So there should be development in the space units of our country.

To my information, ISRO Authority has proposed to set up some new Units in Kerala namely Geo-Stationary Launch Vehicle Station and Liquid Fuel Development Unit at Valiyamala near Trivandrum where Pollar Satellite Launching Vehicle is now working. It is in my Constituency. It is a part of VSSC Unit.

Now recently I came to understand that ISRO Authority has changed the location of this new Unit proposed at Valiyamala to some other State in the country and it is reported in the press also.

I would like to know from the hon. Minister whether the ISRO Authorities have taken any decision in this regard. If they wanted to change the location, what is the reason therefor ?

SHRI SHIVRAJ V. PATIL : The hon. Member need not be sorry. We are strengthening the existing units.

MR. SPEAKER : He is only worried !

SHRI SHIVRAJ V. PATIL : And not establishing Units.

Secondly, the statement made by a Minister on the floor of the House is more reliable than the statement that appears in the newspaper.

In view of the fact that we are strengthening our Units, it has not been necessary for us to establish new Units.

As far as the Liquid Propellant System is concerned, we are trying to do it at Valiyamalai, by strengthening that Unit and other Units also are being strengthened for other purposes.

SHRI T. BASHEER : My second supplementary is, to my information, the ISRO Authorities have prepared a project report for the development of the ISRO Units in the country and submitted it to the Government.

I would like to know from the hon. Minister whether Government have approved it and, if so, what are the details regarding that ?

SHRI SHIVRAJ V. PATIL : I am talking about the decision taken by the Government. If some study is instituted and if some reports are received, that is a different matter. But, as things stand today, we have not taken any decision to establish any new unit in Kerala nor are we shifting any unit from Kerala to any other State. On the contrary, we are strengthening the existing units over there.

SHRI SURESH KURUP : I want to know and I want to get a specific answer. I want to know whether the ISRO does consider Kerala as not at all a suitable place for establishing further satellite launching stations and if so, the reasons therefor.

PROF. MADHU DANDAVATE : It is the other way.

SHRI SHIVRAJ V. PATIL : The entire space activity as far as the launching is concerned and satellite making and liquid propulsion schemes are concerned, they are all situated in Kerala State. So we do not think that Kerala is not a suitable place.

As far as launching facility is concerned we are launching some rockets from the Trivandrum launching pad also. But as far as other launching facilities are concerned, there are other sites also like Sri Harikota and other places and we are launching the satellites from there. Government does not think that Kerala is not a suitable place for space technology development.

MR. SPEAKER : It is one of the suitable places.

SHRI SURESH KURUP : It is one of the most suitable places.

DR. CHINTA MOHAN : Is it a fact that the HISTRAC unit of the Space Research Centre at Sriharikota of Andhra Pradesh is being shifted to Karnataka and if so, what are the reasons for that ?

SHRI SHIVRAJ V. PATIL : We are not shifting. This is the problem. Restructuring of the Department is treated as shifting. No facilities which are available at Sriharikota are shifted to Bangalore or any other place. On the contrary we are strengthening the facilities which are already available there. We have launched the SLV from there and other vehicles also are going to be launched from there.

Diversión of Funds Allocated for Specific Schemes

*146. **SHRI K. RAMAMURTHY :** Will the Minister of PLANNING be pleased to state :

(a) the names of States which have diverted the funds allocated for hill development, agriculture and rural development and anti-poverty programmes and if so, for what purpose these funds are being utilised; and

(b) the details of plans reported to have been worked out by the Planning Commission for penalising the States which divert central funds earmarked for specific purpose in the Five Year Plan ?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI A. K. PANJA) : (a) and (b) A statement is given below.

Statement

There have been short-falls in expenditure against the approved outlays over the Sixth Five Year Plan period under Agriculture & Allied Services and Rural Development sectors in some States as follows :

(Rs. crores)

Sl. No.	Name of the State	Sectors in which shortfalls have occurred	Approved Outlays	Actual Expenditure (Latest Estimates)	Extent of shortfall
1	2	3	4	5	6
1.	Andhra Pradesh	Agriculture & Allied Services	105.58	93.29	(—) 12.29
		Rural Development	227.89	205.88	(—) 22.01
2.	Assam	Agriculture & Allied Services	149.18	143.12	(—) 6.06
		Rural Development	89.22	84.53	(—) 4.69
3.	Bihar	Agriculture & Allied Services	129.80	122.29	(—) 7.51
		Rural Development	309.19	302.31	(—) 6.88
4.	Gujarat	Rural Development	188.54	186.07	(—) 2.47
5.	Himachal Pradesh	Agriculture & Allied Services	101.39	98.42	(—) 2.97
		Rural Development	39.41	38.60	(—) 0.81
6.	Karnataka	Agriculture & Allied Services	179.07	175.87	(—) 3.20
7.	Kerala	—do—	150.68	149.90	(—) 0.78
8.	Maharashtra	—do—	336.14	323.24	(—) 12.90
9.	Meghalaya	—do—	33.01	32.98	(—) 0.03
		Rural Development	24.48	23.59	(—) 0.89
10.	Nagaland	Agriculture & Allied Services	28.91	26.74	(—) 2.17
11.	Orissa	Rural Development	176.33	168.15	(—) 8.18
12.	Punjab	Agriculture & Allied Services	147.04	140.83	(—) 6.21
13.	Sikkim	—do—	32.16	30.25	(—) 1.91
		Rural Development	3.92	3.74	(—) 0.18
14.	West Bengal	Agriculture & Allied Services	182.40	160.20	(—) 22.20

Note : Provisions under Rural Development include provisions for anti-poverty programmes.

2. As regards Hill Area Development Programme, there have been shortfalls in the Sixth Plan from the Hill Area Development Sub-Plan in the case of Assam and West Bengal (Darjeeling) as follows :

(Rs. crores)

Sl. No.	Name of the State	Total Approved Outlay	Total expenditure over the Plan period	Shortfall
1.	Assam	166.54	153.22	(—) 13.32
2.	West Bengal (Darjeeling)	77.87	73.65	(—) 4.22

For purposes of monitoring, shortfalls in actual expenditure against approved outlays are relevant. These shortfalls may amount to diversion. It is, however, not practicable to ascertain precisely where and to what extent diversion has actually taken place.

Prior to 1969, Central Assistance in the form of loans and grants was given for the State Plans for specific schemes/projects. In April, 1969, a system of block loans and grants was introduced under which Central Assistance is given in the form of lump sum amount for the State Plan as a whole according to a formula approved by the National Development Council. However, in order to ensure that the Plan expenditure is in accordance with the Plan priorities, a scheme of earmarking of outlays was introduced simultaneously with the system of block loans and grants. Under this scheme, funds are earmarked for Agriculture & Allied Services and Rural Development sectors, Minor Irrigation and Command Areas Development Programmes, specified Irrigation & Power Projects and various components of the Minimum Needs Programme. The States are required to adhere to these approved outlays, and any shortfall in expenditure entails a proportionate cut in Central Assistance.

SHRI K. RAMAMURTHY : My question is very clear. I asked 'the names of the States which have diverted the funds allocated for hill development, agriculture and rural development and anti-poverty programmes and if so, for what purpose these funds are being utilised.'

I am sorry to mention that the Minister has given a reply stating...

MR. SPEAKER : Are you sorry for getting the reply ?

SHRI K. RAMAMURTHY : I am sorry because it is a wrong reply. That is what I meant.

He has mentioned the names of various States which have not utilised the funds. That is the shortfalls he has mentioned. Also in the end he is mentioning that these shortfalls may amount to diversion. My

question was : which are all the States which have diverted the funds which are earmarked for the anti-poverty and other rural development programmes. He has not pin-pointed that. Contrary to this, on January 25 when he was addressing a meeting of the Chamber of Commerce in Calcutta he has mentioned while having a dig on the left-front Government :

“Strangely a sum of Rs. 58 lakhs all of a sudden has been spent on zoo development instead of utilising it for anti-poverty programmes.”

I want to know how he has come across this figure and how he is not able to give the correct answer to me. Apart from that I would like to ask the Minister through you whether this Rs. 58 lakhs or whatever he has said in the Calcutta Chamber of Commerce meeting, has been subsequently deducted as he was envisaging that whatever funds which were not utilised, will be automatically deducted in the coming year's funds. I would like to know from the Minister whether this has been deducted or not.

SHRI A. K. PANJA : So, far as the question of utilisation of diverted funds is concerned, it is not possible to know at this stage where it has been utilised. But we can find out sectorwise how far has been the shortfall. If there was Rs. 100 crores allotted and if we find that Rs. 100 crores total outlay has not been spent as actual expenditure, then we find that there is a shortfall. Then it is not possible to know from where diversion took place. But if it is Rs. 100 crores actual expenditure met out of the total outlay, then we find out the sectoral allocation, whether Rs. 9 crores allotted for Education has been spent or not and if not, what is the shortfall, whether in Agriculture the amount of Rs. 10 crores allotted has been spent or not and if not, what is the shortfall. Accordingly, those figures have been given. In Calcutta when I made the statement, it was regarding the spending on the Zoo for which nothing was allotted to the State of West Bengal in the 6th plan. We found out from the accounts given, and that was why I stated so.

SHRI K. RAMAMURTHY : The Minister has given the reply. I do agree that shortfall is the unutilised portion of the funds sanctioned to the States. Is it not possible for us to ascertain from those States which have not utilised the funds particularly earmarked for anti-poverty programme and other rural development programmes from which they have diverted the funds? If we are not in a position to find out, then to that extent we are handicapped. In future they will go on diverting the funds which are earmarked for these programmes. I want to know from the hon. Minister whether any monitoring is done in the Planning Commission to look after this diversion of funds which are mostly earmarked for anti-poverty and other rural development programmes and if not, whether he will come forward with a suggestion to set up a Monitoring Cell to look after this diversion of funds.

SHRI A.K. PANJA : So far as the Seventh Plan is concerned, there will be monitoring as there was before also. It is the primary duty and responsibility of the States and Union Territories. So far as the Planning Commission is concerned, we do have a Cell which collects this information from each of the States and Union Territories. Under the specific direction of the hon. Prime Minister, every three months, quarterly, monitoring has to take place. On that we are exercising so that wherever it has been utilised also—the shortfall—we can find out.

SHRI C. MADHAV REDDI : The allocations are mostly in the nature of block loans or block grants to the State Plans. What mechanism is in existence in the Planning Commission or in the Government to see that the allocations made are actually utilised for the purpose for which they are made? Since the system was introduced from 1969 that there should be block grants only to the State Plans, will the Government reconsider this and see that the earlier practice is restored?

SHRI A. K. PANJA : The early practice prior to April 1969 was that, according to the scheme of the Plan, allocation was made. But after discussion with the States, all agreed that it should be as a

matter of block loans but with a specific directions; so far as certain sectors are concerned like the anti-poverty programme, rural development programme, minor irrigation, they are also earmarked and so, there cannot be any possibility of diversion unless a special case is made out by the States and Union Territories and sent to the Planning Commission with reasons why they want this diversion, why they could not spend; if the Planning Commission thinks that the reasons given are proper, then that is allowed, but without permission it cannot be done.

SHRI P. NAMGYAL : I would like to ask a specific question about diversion of funds. According to the report of the Eighth Finance Commission, under para 12.55, a meagre sum of Rs. 2.48 crores has been allotted to Ladakh District for creation of infrastructure and other things. This sum was subsequently reduced to Rs. 198.4 lakhs. Subsequently half the amount has been diverted to Khargil district. Although that also falls in my constituency. With the result the planning already made for the creation of infrastructure in the other sector i.e. such as completely off balanced. So, may I have an assurance from the Hon. Minister whether the Government of India will make up the diverted amount which has already been sanctioned for Ladakh district and also supplement the amount diverted from Ladakh district to Khargil sector for creation of some more infrastructure? I would like to have an assurance.

SHRI A.K. PANJA : The question of assurance from me or from the Planning Commission does not arise for the reason that if the diversion is made in the respect of a fund earmarked for a particular purpose, then it is the fault of the State or the Union Territory. We have made out a formula so that a Damocles' Sword hangs over such defaulting States or the Union Territories. If there is such diversion in respect of the earmarked funds without prior permission of the Planning Commission then, there would be proportionate cut in so far as that year's central assistance is concerned.

Projects Behind Schedule

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147 SHRI SHARAD DIGHE :*SHRI B.V. DESAI :**

Will the Minister of PROGRAMME IMPLEMENTATION be pleased to state :

(a) the number of major projects in the power, coal, steel and fertiliser sectors which are behind schedule due to disputes relating to land and environment clearance and delayed equipment ;

(b) the investment involved in such projects ; and

(c) what steps Government propose to take to avoid further delay in the clearance of these projects ?

THE MINISTER OF PROGRAMME IMPLEMENTATION (SHRI A.B.A. GHANI KHAN CHOUDHURY) (a) and (b) 21 Central Power Projects costing more than Rs. 100 crores each with anticipated investment of Rs. 8,865 crores have been delayed due to various reasons such as delay in acquisition of land, supply or critical equipment and materials, approval procedure of foreign aid agencies, law and order disturbances, forest clearance, difficult geological conditions etc.

11 Central Coal Projects costing more than Rs. 100 crores each with anticipated investment of Rs. 3213 crores have been delayed due to various reasons such as delay in land acquisition, equipment supply, difficult geo-mining conditions, problems of power supply etc.

4 Central Steel Projects costing more than Rs. 100 crores each with anticipated investment of Rs. 11,870 crores have been delayed due to delay in equipment supply, change in scope, slow construction and inadequate funding.

2 Central Fertiliser Projects costing more than Rs. 100 crores each with anticipated investment of Rs. 716 crores have been delayed due to problems of equipment supply, power, slow equipment erection and breakdown during commissioning.

(c) By effective monitoring of projects

through Monthly Flash Reports the Ministry of Programme Implementation would help in initiating corrective action by concerned authorities to minimise delays.

SHRI SHARAD DIGHE : MR. Speaker Sir, in reply to questions (a) and (b) the Hon. Minister has given the number of projects which are delayed. That number comes to about 38. The break-up of this is : 21 power projects, 11 coal projects, 4 steel projects and 2 fertiliser projects. Of course according to me this is an under-statement because according to the Press reports nearly 84 projects costing about Rs. 55,000 crores are behind the schedule. So, I would like to know what is the maximum delay caused in implementation of these projects and which are those projects which are under maximum delay ?

MR. SPEAKER : That will be a long list.

SHRI A. B. A. GHANI KHAN CHOUDHURY : There is a long list.

MR. SPEAKER : You put it on the Table of the House.

SHRI SHARAD DIGHE : At least you can give the number of projects which are delayed for maximum period.

SHRI A. B. A. GHANI KHAN CHOUDHURY : They are 21 in number so far as power projects are concerned. The maximum delay means 2, 3 and 4 years like that. There will probably be some more delay so far as power projects are concerned. So far as coal is concerned the number is 16-11 delayed and 5 not completed. (*Interruptions*) As regards steel all the 4 projects are delayed. As regards fertiliser 2 out of 7 projects are delayed.

DR. V. VENKATESH : Sir, he is saying wrong things.

MR. SPEAKER : No. No. You cannot say like this.

SHRI SHARAD DIGHE : Sir, in reply to the steps taken by the Government the

hon. Minister has said effective monitoring of projects through monthly flash reports and initiating corrective action. These are the two steps which the hon. Minister has said that the Government proposes to take. I would like to know since land acquisition is a major problem in these delays would the Government consider amending the Land Acquisition Act suitably so that delay can be minimised? Similarly, there is the problem of forest clearance and delivery of equipment. Will the Government give general guidelines for the problem of forest clearance and supplying the required equipment instead of taking monthly flash reports only?

MR. SPEAKER : It is a good suggestion for consideration.

SHRI A. B. A. GHANI KHAN CHOUDHURY : Mr. Speaker, Sir, one cause is not responsible for the delay. There are variety of causes. If the hon. Member is interested to know as to what are the projects that are held up due to land acquisition I can tell him.

DR. V. VENKATESH : Sir, I rise on a point of order.

MR. SPEAKER : There is no point of order in Question Hour. There you are wrong. You are caught on the wrong foot.

SHRI A. B. A. GHANI KHAN CHOUDHURY : I wanted to inform the House that there are variety of reasons. Sometimes there is equipment delay. Sometimes there is funding problem. Now, miscellaneous problems are there. It is not the land acquisition problem alone. I do not think even a single project is there that you can point out for land acquisition the project is held up except Koel Karo in Bihar.

DR. V. VENKATESH : Sir, he has said that there is a delay of 3 to 4 years. But particularly in Karnataka, what about the Vijayanagar Steel Plant and what about the Mangalore Refineries? Sir, he is misleading the House.

(Interruptions)

MR. SPEAKER : No, no. He said that due to gestation period there are

certain delays and the matter is being looked into.

DR. V. VENKATESH : He has said about the delay of three to four years. What about the projects in Karnataka. He is misleading the House.

MR. SPEAKER : It is not a question of misleading. Time factor is crucial.

SHRI V. S. KRISHNA IYER : Mr. Speaker, Sir,

(Interruptions)

MR. SPEAKER : I have not allowed you.

*(Interruptions)**

SHRI V.S. KRISHNA IYER : Sir, I want to know whether any decision has been taken in regard to Vijayanagar Steel Plant.

(Interruptions)

MR. SPEAKER : It is not a specific field. It varies from project to project.

SHRI V.S. KRISHNA IYER : Sir, we want to know a firm answer from the hon. Minister. *(Interruptions)* I am asking about Karnataka. About 15 years ago, foundation stone was laid for this project.

(Interruptions)

Conversion of Wasteland into Profitable Forestry

*148. SHRI M. RAGHUMA REDDY:

SHRI SARFARAZ AHMAD :

Will the PRIME MINISTER be pleased to state :

(a) whether Indian Farmers' Fertiliser Co-operative Limited has undertaken a scheme to convert wasteland in the country into profitable forestry as a pilot project;

(b) if so, the names of States where such projects will be undertaken.

(c) the estimated wasteland likely to be utilised; and

(d) the funds allocated for the purpose?

*Not recorded.

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z. R. ANSARI) : (a) The Indian Farmers Fertilizers Co-operative has drawn up project proposal for afforestation in 10 States. Identification of States will be done after detailed techno-economic feasibility studies are carried out. Final decision about the details of the project has not been taken.

(b) States mentioned in the project proposal at present are : Andhra Pradesh, Bihar, Gujarat, Karnataka, Madhya Pradesh, Maharashtra, Orissa, Rajasthan, Uttar Pradesh and West Bengal. As mentioned in reply to part (a) of the question above, the final identification would be subject to techno-economic feasibility studies.

(c) The proposal aims at afforesting 50,000 hectares of wasteland in the seven year phased programme.

(d) The requirement of funds depend upon the technoeconomic feasibility studies to be carried out in this behalf, leading to a Detailed Project Report. The allocation and sources of funds therefor can be considered only thereafter. Presently, no funds have been allocated for the purpose.

SHRI M. RAGHUMA REDDY : Sir, afforestation is the prime need of the day. Day by day, forests are diminishing. The bulk of the funds which are allotted for the purpose of afforestation has not been utilised properly—they have been diverted—thereby causing air-pollution, etc. Will the hon. Minister kindly consider to involve some of the voluntary organisations both public and private sectors to take up these programmes? Will the hon. Minister also kindly consider taking up this afforestation programme prior to the establishment of an industry so that air-pollution is avoided and the industry can well serve the country. I want a specific answer from the hon. Minister. What are the afforestation programmes which they are taking up other than the IFFCO?

SHRI Z.R. ANSARI : Sir, I am equally concerned with the deforestation in this county and it is for this purpose that we

have projection to involve voluntary organisations and this proposal of IFFCO is a step towards that direction.

SHRI M. RAGHUMA REDDY : What is the total wasteland area available in our country as well as in Andhra Pradesh? What are the programmes taken up in Andhra Pradesh with reference to the IFFCO and other voluntary organisations?

SHRI Z. R. ANSARI : This is a question pertaining to the specific proposal which has been put forward by the IFFCO for developing Group Cooperative Societies for afforestation of the wasteland through the Group Cooperative Societies.

SHRI M. RAGHUMA REDDY : What is the extent of wasteland?

SHRI Z. R. ANSARI : About 50,000 hectares of wasteland have been proposed by the IFFCO.

MR. SPEAKER : Some time back all the details were given in a paper, how much wasteland was there in the whole country and how much was going to be reclaimed.

THE PRIME MINISTER (SHRI RAJIV GANDHI):The hon. Member has mentioned just a few minutes back, in his first supplementary that he asked about the diversion of funds from forestry so that the forestry was not getting the requisite funds. This is a very serious problem that we are having. It came up in a question a little while ago. Many projects that we start from here and that we fund from here are handled by the State Governments themselves, but we do not have adequate means of monitoring whether the State Governments are actually using that for the projects and areas that the money is designated for, and perhaps the hon. Member knows about Andhra and that is why he asked that question.

SHRI SARFARAZ AHMAD : When was this programme drawn up by IFFCO and what are the tasks before the cooperatives?

SHRI Z. R. ANSARI : The proposal has come from IFFCO and according to

the proposal they want to create fuel wood and timber plantation in 5000 hectares in each State in seven years in ten States and the project period is seven years. The production of fuel wood and timber would commence from the 8th year and fodder will be produced from the very first year onwards. The implementing agency for this project would be IFFCO and the cooperative societies will be organised and they will take care of the afforestation in the local areas. This, in a nutshell, is the project of IFFCO for afforestation of the wasteland.

SHRI PRATAP BHANU SHARMA : The Government is giving priority for the afforestation and recently it has constituted the National Wasteland Development Board. I would like to know from the hon. Minister whether the Government would consider afforestation project jointly sponsored by the National Wasteland Development Board and the public sector organizations, specially those who are in the field of fertilizer, paper and forest based industries, and who are conducting the techno-economic feasibility studies.

SHRI Z. R. ANSARI : The techno-economic feasibility will be done by the experts. As I have already told this august House, this proposal is a step forward to involve the public organizations and public undertakings as also encourage cooperative movement. This, in a nutshell, is the purpose of this proposal.

SHRI DINESH GOSWAMI : The Government has shown its concern for deforestation which we all welcome. But has it come to the notice of the Government that there are many States where forests are being inundated resulting in total ecological imbalance and in some of those States, the same party, which is ruling the country, is also there? May I know if the Central Government has taken up the matter with the State Governments concerned, and what steps are being taken to see that such inundation of forests does not take place?

SHRI Z. R. ANSARI : This is worrying us most and no less a person than the Prime Minister has himself taken up the

matter with the State Governments irrespective of the fact to which party the State Government belongs to. This is a matter in which we are not concerned with the party affiliations of the State Government. Where that sort of thing takes place, we take strong action, and as I said, no less a person than the Prime Minister has addressed all the Chief Ministers of the States for taking care of the forests.

Installation of Super Computers

***151. SHRI AKHTAR HASAN :** Will the PRIME MINISTER be pleased to state :

(a) whether the areas where super computers are proposed to be installed have since been identified;

(b) if so, the details therefore; and

(c) the particular use which these computers are proposed to be put to without disturbing the employment potential in those areas?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY & IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONIC AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) and (b) Yes, Sir. There are numerous areas of Science and Technology where super computers are essential.

(c) Applications identified for super computers can be performed only on computers of this range. Such processing of information cannot be done manually. Therefore, the usage of these computers will not affect the employment potential in these areas.

[Translation]

SHRI AKHTAR HASAN : Mr. Speaker, Sir, I want to know whether installation of these computers will not add to the Government expenditure and whether they will render any benefit to the common man by reducing hurdles in the Government work?

SHRI SHIVRAJ V. PATIL : The computers will not add to the expenditure;

on the contrary the expenditure will be reduced and the quality of work will improve which in turn will also benefit the common man.

The computers are used for weather forecast and for complicated scientific calculations. After this is done, expenditure will go down on the one hand and on the other hand, the quality of work will also improve.

[English]

SHRI INDRAJIT GUPTA : Sir, it is reported in the press that recently there has been an agreement between our Government and the Government in the United States regarding the purchase of a super computer by India. Americans have agreed to sell one super computer of some particular type perhaps, to India, which they were not willing to sell previously. According to the press reports, they have now agreed on the basis of some assurances given to them regarding the use to which this super computer will be put to in India and secondly the technology involved will not be permitted to be diverted or leaked out to any other Government or to any other power. I would like to know from the Minister, because the House should be taken into confidence, whether these reports are substantially correct; whether one super computer which apparently has never been sold to any developing country is going to be purchased by us; if so, the cost of the computer; the use to which it is going to be put to; and the reported assurances that we have given on the basis of which, the earlier reluctance and hesitancy on the American side has been dispelled.

SHRI SHIVRAJ V. PATIL : We are getting one super computer and it will be used for reading monsoon and weather conditions. Naturally, super computers involve sophisticated technologies, technologies that are ultimate in those areas. The manufacturers of such computers and the producers of such technologies do not want that they should be given to other countries. Such conditions are always there whenever they enter into contracts with Governments for equipment and for gadgets under technologies of ultimate nature.

These computers will be used for peaceful purposes and these will also be used for purposes which will help our economy.

SHRI INDRAJIT GUPTA : He has not replied to my question. I asked, in that case, how many such computers they have contracted to buy ?

MR. SPEAKER : Only one.

SHRI INDRAJIT GUPTA : What is the cost, I asked. They don't tell us. Secondly, he himself said in his reply, now naturally this type of high technology computer, they do not want to give to the other countries. So what are those assurances on the basis of which, they have at last agreed to give it to them ?

MR. SPEAKER : That is what he has said.

SHRI SHIVRAJ V. PATIL : As far as the cost is concerned, it is being negotiated and until the negotiation is over, it is difficult for me to give the cost.

SHRI INDRAJIT GUPTA : What are the assurances on the basis of which they have now agreed to give something which they were not willing to give earlier ?

SHRI SHIVRAJ V. PATIL : I have explained the points which have been put forth in such matters. But as the negotiations are going on the final word on these points can be given only when the negotiations are completed.

MP. SPEAKER : Shri Reddy.

SHRI S. JAIPAL REDDY : It has also been reported in the press that they have approached the Government of Japan for the purchase of Super-Computers. If so what is the stage of negotiations ? The Minister just now referred to the negotiations. But in the earlier part, he has said that the Government had agreed to purchase. So if the negotiations are not complete and . . .

(Interruptions)

MR. SPEAKER : The agreement is on the principle of purchase. That is all.

(Interruptions)

SHRI SHIVRAJ V. PATIL : Super-Computers are not easily available in the international markets. They are at present available in USA. In Japan also, they are developing and if they are available from Japan, we have tried to see that there is an opening for the procurement of these Computers from Japan also. So, in the agreement which we have entered into with some of the companies in Japan, we have said they are developed. They would be considered. But whether we are going to take it from them or some other countries, it depends on our willingness and on our readiness at that point of time.

SHRI BALASAHEB VIKHE PATIL : Mr. Speaker, Sir, is there any proposal before the Government that Super-Computers can be utilised for the better water management, so that we can conserve the water and can feed more irrigation to more areas ?

SHRI SHIVRAJ V. PATIL : These Super-Computers are meant for very-very complicated calculations. Calculations which involve 50 digits. As far as the management of the water is concerned, some simple computers can certainly be used and if we use the simple computers for allowing water from the Dam to flow into the main canal and from canal to the field for controlling the flow of water from the distributories into the field, the water can be conserved and it can be supplied in such a fashion that we can get better yield and we can protect the soil also.

Now these are not the computers of such a nature which can be used for irrigation control purposes.

PROF. MADHU DANDAVATE : He wants to know indirectly whether it can be used for sugar industry.

SHRI SHIVRAJ V. PATIL : Some micro-processors are used in some sugar industries.

Implementation of 20-Point Programme by States

*152. †KUMARI MAMATA
BANERJEE :

SHRI S.G. GHOLAP :

Will the Minister of PROGRAMME

IMPLEMENTATION be pleased to state :

(a) the number and names of the States which have fulfilled the targets fixed under various items of 20-Point Programme;

(b) the number and names of the States which failed to do so and the reasons thereof; and

(c) the first three States which have performed well during the period from September, 1985 to January, 1986 ?

THE MINISTER OF PROGRAMME IMPLEMENTATION (SHRI A.B.A GHANI KHAN CHOUDHURY) : (a) and (b) While different States have fulfilled targets under different items of the 20-Point Programme, no State has been able to do so for all the items. The main reasons for shortfalls appear to be inadequate in restructural facilities and administrative arrangements. States have also reported various other reasons for non-achievement of targets. These include :

—Difficulties in regard to land acquisition including forest land;

—Shortage of funds;

—Shortage of construction material;

—Difficulties in the identification of old beneficiaries for second dose of assistance etc. etc.

(c) The first three States at the end of September, 1985 were Himachal Pradesh, Gujarat and Punjab and at the end of January, 1986, they were Himachal Pradesh Punjab and Haryana.

SHRI S.G. GHOLAP : Mr. Speaker, Sir, this Twenty Point Programme is for the benefit of the poor and they generally relate to forest areas, for the hilly areas and also the backward areas. In backward or hilly areas, the reserve forest is 90%; and land is not made available. So, what steps will be taken by Government to give forest land for this purpose, i.e. to give it for irrigation, electricity and roads to the beneficiaries from Government ? What are the directives ? At present, land is not made available. It takes at least 2 to 3 years to get the forest land,

So, what steps will Government take to make land available early ?

SHRI A. B. A. GHANI KHAN CHOUDHURY : These are executed by the States; and whenever the State Government seeks any assistance (*Interruptions*) in this regard, we render it. But with regard to forest land... (*Interruptions*)

MR. SPEAKER : Why don't you listen ? Let him finish. What is this ?

SHRI A. B. A. GHANI KHAN CHOUDHURY : With regard to the forest land, the recent order of the Prime Minister is that unless the extent of forest land is again compensated, nobody will be allowed to take the forest land. These are the present orders.

I do not know why the hon. Member is saying that the 20-point programme is only for hill areas and particular regions. The 20-point programme is for the entire country. If he wants to know the fate of the 20-point programme, i.e. what are the regions which have fulfilled the conditions 100%, I can name them; and what are the regions which have not been able to fulfil the condition in respect of 100% items.

MR. SPEAKER : Targets ?

SHRI A. B. A. GHANI KHAN CHOUDHURY : I will not be able to answer the question of the gentleman because it does not concern any particular hill region, or a particular region of a State. If he asks me about the States, I will satisfy him.

THE PRIME MINISTER (SHRI RAJIV GANDHI) : If I may add just a few words : It is said that there have been a lot of cases held up for clearance from the Department of Environment. We have streamlined the procedure in the Department of Environment, and now there are very few cases which are pending with the Centre. There are a total of 2100 cases pending. In the Centre, with us there are only 83 cases. And out of these 83 cases, only 59 cases are less than one month old. So, we have streamlined the procedure. The problem comes when the

States do not give the requisite details when first they send their actual applications.

The other thing that we have done is to allow States to take land, if an equivalent area of land adjoining another forest area is available, and they are willing to re-forest it. Then we do an exchange on that basis, and try not to block any project.

SHRI P. KOLANDAIVELU : The 20-point programme which has been brought by our mother Indira Gandhi...

THE PRIME MINISTER (SHRI RAJIV GANDHI) : Can I just correct something which I said ? 2,100 are not the cases that are pending, but the total number of cases that we have received. And out of that, only 83 are with us, and 59 for less than one month

SHRI M. RAGHUMA REDDY : From Andhra Pradesh, projects like Polavaram, Telugu Ganga and Ichampalli are pending clearance.

DR. V. VENKATESH : There are long pending projects relating to Karnataka. What has the Prime Minister to say about them ?

(*Interruptions*)

MR. SPEAKER : Hon. Members, this is not the way. Now Mr. Kolandaivelu.

SHRI P. KOLANDAIVELU : The 20-point programme is a very important programme which had been brought in by our mother, Indiraji, for the upliftment of the poor and the down-trodden. Here, as far as States are concerned, funds are being allocated every year for the implementation of the 20-point programme. There are States which are doing more than the target, that is, if it is 100 per cent, they are doing 115 per cent. There are some States which are not implementing the 20-point programme at all; even 15 per cent of the programme they are not implementing, but there are States which are implementing the 20-point programme more than the target fixed for them. Is there any proposal to divert the funds which are under-utilized by the States to the States which are doing more than the target ?

SHRI A.B.A. GHANI KHAN CHOUDHURY : As you know, under the 20-point programme, there are various items to be implemented. There is hardly any State that has implemented all the items of the 20-point programme.

SHRI P. KOLANDAIVELU : The Prime Minister can very well reply it.

MR. SPEAKER : He has already replied.

SHRI A. B. A. GHANI KHAN CHOUDHURY : You will find that there is not even a single State which has implemented 100 per cent programme under the 20-point programme.

SHRI P. KOLANDAIVELU : In the case of bio-gas plant, Tamil Nadu have done it under the 20-point programme.

MR. SPEAKER : In certain sections, it has been done, not the whole.

SHRI A. B. A. GHANI KHAN CHOUDHURY : Due to scarcity of fund, it is not true that the 20-point programme is not implemented. What I am suggesting is that for each item, for example, integrated rural development programme, national rural employment programme, rural land-less employment guarantee programme, surplus land, different States have different position. That is why it is very difficult to say about it.

SHRI S. JAIPAL REDDY : Somebody has to translate the reply of the Minister.

MR. SPEAKER : You must try to adjust it. Don't read everything to others ?

SHRI A. B. A. GHANI KHAN CHOUDHURY : I can mention the number and name of the States whose performance is 100 per cent. I can also name the States whose performance is below 100 per cent. Now, the hon. member wants to know the States whose performance is excellent; that means achievement is 100 per cent. We give them ranking-no. 1, no. 2, no. 3. No special money is allotted; money is allotted as per the 20-point programme for each State.

SHRI RAJIV GANDHI : We have started a very extensive monitoring of the 20-point programme to see how the implementation is taking place. I think, last week, in this House, I had given some details of what they are doing. The question of diverting fund from one State to another has not been taken up yet with regard to the 20-point programme, but on major projects, we are trying to see where the States are not able to use the allocation. We do not waste the allocation, but give it to States for projects where they are utilizing them better so that projects do not get delayed.

Role of Planning Authority for Metro Authorities

*153. **SHRI D.N. REDDY :** Will the Minister of PLANNING be pleased to state :

(a) whether a recent Task Force of the Planning Commission has recommended the role of Planning Authority for existing metro-authorities;

(b) whether Government also propose to consider substitution of metro-authorities by metro-governments in order to fully integrate development and management tasks; and

(c) the present status of the proposal at (a) above ?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI A. K. PANJA) : (a) Yes, Sir.

(b) There is no such proposal under consideration of the Government.

(c) As Housing and Urban Development is a state subject, it is for the State Governments to bring about a change in the management of metropolitan cities. The Task Forces reports are already available with the State Governments.

SHRI D.N. REDDY : I would like to know why the Government had not agreed to the proposal of the Planning Commission which is in the interests of decentralisation and effective functioning of the existing metropolitan authorities and

the reasons therefor. Why have you not agreed with the Planning Commission ?

SHRI A.K. PANJA : So far as the Planning Commission's recommendations are concerned, four Task Forces were formed, one for planning, one for financing and another for management and the last for shelter for the urban poor and the slum dwellers. The reports of these task forces, when received, were sent to the States because this is a State subject, for their reactions to it. Those reactions were taken into consideration in the Seventh Plan Document and feasibly recommendations of these task forces were incorporated in the Document.

Out of 12 metropolitan cities we find that Calcutta and Delhi are executing authorities and also the planning authorities. Madras and Bombay are only the planning authorities and not the executing authorities. And then it was commented upon by the Task Forces that the authority should be only for Planning and execution should be left to the respective municipality concerned.

SHRI D.N. REDDY : Sir, is it not a fact that the traffic system in Bombay and Delhi has been functioning well ? And if so, why should it not be extended to other departments such as Civil Supplies, etc ? It will be a great deterrent for food adulterators and the States also may be persuaded to adopt these methods by having a proper legislation, if necessary, because it will be useful to the public.

SHRI A. K. PANJA : This is a question on Urban Development, mainly for municipal authorities. Regarding food adulteration and others, there are other laws which are being implemented.

MR. SPEAKER : Next question.

Reaction of State Governments to Mandal Commission Report

*154. +SHRI D.P. YADAVA :

SHRI R.S. KHIRHAR :

Will the Minister of WELFARE be pleased to state :

(a) whether Public Institutions and State Governments have agreed with the recommendations of the Backward Classes Commission (Mandal Commission) floated for eliciting public opinion; and

(b) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF WELFARE (DR. RAJENDRA KUMARI BAJPAI) : (a) and (b) : The Central Government had decided to elicit public opinion on the list of Other Backward Classes prepared by the Mandal Commission. The modalities for eliciting such opinion were under consideration.

Meanwhile, in the light of the position obtaining in certain parts of the country as a result of anti-reservation and pro-reservation agitations, Home Minister had addressed Chief Ministers in May, 1985 to consider the suggestion to maintain status-quo till the emergence of national consensus, on reservations for Other Backward Classes and most of the Chief Ministers have agreed to the suggestion. Detailed factual information on various aspects of reservations had been called for from all States and U.Ts. for use in discussions on the question of national consensus and information received has been compiled.

[*Translation*]

SHRI D.P. YADAVA : Mr. Speaker, Sir, I am quoting what the hon. Home Minister had said in the House on 19th August, 1983 :

“Besides, I have also said that we are giving this report a sympathetic consideration and that we shall implement it. This is another thing to what extent it will be implemented”.

This assurance was given by the Home Minister in the House. 5 years 2 months and 5 days have passed since the Mandal Commission Report was submitted, but no national consensus has so far been evolved. Will the hon. Minister state the time by which a national consensus will be evolved ?

DR. RAJENDRA KUMAR BAJPAI :
So far as the question of evolving national consensus is concerned, work in that direction is being done. After the Home Minister made the statement in the House, letters were again written to all the chief Ministers of the States and their comments were sought. The Hon. Prime Minister also held talks with the Opposition leaders in August. All the relevant figures have been sought from the States. They have been asked to state as to how the work is being done in their respective States and what kind of policy and rules they have framed. The information regarding the percentage of reservation is pouring in from the States. It is very difficult to say whether a decision in this regard would be taken within two to four months.

WRITTEN ANSWERS TO QUESTIONS

[English]

Report on Corruption charges against Haryana Chief Minister.

*143. SHRI H.M. PATEL : Will the PRIME MINISTER be pleased to state :

(a) whether the report of Justice Jaswant Singh enquiring into the corruption charges against Haryana Chief Minister has been processed and considered by Government ; and

(b) if so, what follow-up action has been taken/is being taken in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI P. CHIDAMBARAM) : (a) and (b) Shri Justice Jaswant Singh, in his report submitted to the Government, has concluded that there is no *prima facie* case against Shri Bhajan Lal and his close relatives. The report is being processed.

Route to Republic Day Parade Rehearsals

*145. SHRI MANIK REDDY : Will the Minister of DEFENCE be pleased to state :

(a) whether Government propose to make a dummy complex route in Delhi Cantonment area for rehearsals of Republic Day Parade to avoid traffic disruption and consequent hardship to school children, hospital patients, office goers etc; and

(b) if so, the proposed route ?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE RESEARCH AND DEVELOPMENT (SHRI ARUN SINGH) (a) No, Sir.

(b) Does not arise.

[Translation]

Opening of New Branch Recruitment Offices

*149. SHRI HARISH RAWAT : Will the Minister of DEFENCE be pleased to state :

(a) whether a decision has been taken to open some new Branch Recruitment Offices during 1985-86 for recruitment to the army ;

(b) if so, their proposed locations ;

(c) whether these Branch Recruitment Offices have been formally opened ; and

(d) if not, the reasons for the delay ?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE RESEARCH AND DEVELOPMENT (SHRI ARUN SINGH) (a) and (b) Yes, Sir. Government have decided to open Branch Recruiting Offices at Amethi and Pithoragarh.

(c) and (d) Steps are under way for raising the new Branch Recruiting Offices and making them operational by 1st June, 1986.

[English]

Silicon Technology

*150 SHRI AMAL DATTA : Will the PRIME MINISTER be pleased to state :

(a) whether the Prime Minister gave an assurance that indigenous technology will be given a chance for production of silicon ;

(b) whether it is a fact that despite such assurance money has been paid to Hemlock Co. of U.S.A. for acquisition of technology and if so, how much has been paid and when ;

(c) what is the estimated total cost of the Hemlock Collaboration Project for the National Silicon Facility at Baroda and Indian Institute of Science/Mettur Project ;

(d) what is the estimated annual demand for Silicon as of today and in 1990 ;

(e) whether the plant proposed by Mettur Co. is capable of 20 M.T., if not what is the estimated capacity ; and

(f) how does the national Silicon facility (Hemlock) technology produced silicon price compare with Mettur/ISI technology produced, silicon and with International silicon price ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENT, OF OCEAN DEPARTMENT ATOMIC ENERGY, ELECTRONICS AND SPACE. (SHRI SHIVRAJ V. PATIL) : (a) and (b) Government decision on silicon technology tabled in Parliament on March 14, 1985 is as follow;

“The Government have taken the decision to enter into an agreement with the Hemlock Semiconductor Corporation, USA after a careful assessment of the present stage of the techno-economic viability and cost effectiveness of the indigenously developed process. At the same time, the Government will give the fullest support to the efforts for the development of indigenous process on a commercial scale, and the investment decision in regard to the National Silicon Facility will be taken only after evaluating the results achieved by the production unit of 25 TPA being set

up by the Mettur Chemicals.”

Mettur Chemicals using indigenous technology was given a Letter of Intent for production of silicon in 1979 and Industrial Licence in March 1982, which was valid till March 1984. It was extended till March 1986.

So far, Hemlock Semiconductor Corporation of USA have been paid US \$ 670,000/-in March 1985 and US \$ 1,675,000/-in February 1986, towards acquisition of technology.

(c) and (f) Comparison of estimated cost of the project and price of product from plants based on imported technology and indigenous technology will be available after the evaluation of the results achieved by the production unit of Mettur Chemicals (now Metken Silicon), who have informed on 3rd March 1986 that “Regular power supply given on February 28 by Tamil Nadu State Electricity Board. Start-up works proceeding smoothly.”

International price of poly-silicon not only varies with quality and quantity of the requirement but also with the nature of contract i.e. spot, short-term and long term. Prices last year ranged between US \$ 45 to US \$ 68 per kg of polysilicon.

(d) Requirement of equivalent polysilicon in 1985, based on demand for import of silicon registered with the Department of Electronics, was around 35 metric tonnes. Estimated annual demand in 1990, based on indications by the users, is around 200 tonnes.

(e) Mettur Chemicals have designed their plant for an annual capacity of 22.5 metric tonnes of poly-silicon.

Confiscation of passports

*155. SHRI THAMPAN THOMAS : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that the regional passport offices at various centres have been confiscating passports of Indian citizens ; and

(b) if so, in how many cases such passports were confiscated during the past six months (June-December, 1985) all over the country ; the reasons therefor ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI B.R. BHAGAT) (Yes, Sir.

(b) 1276 impounded/revoked. All these

passports had been impounded/revoked under specific sub-sections of Section 10(3) of the passports Act, 1967 which provide grounds for impounding/revoking of passports. A statement containing a list of the passports impounded/revoked under each sub-section indicating grounds on which these were impounded/revoked is given below.

Statement

Passport office Number of Passports impounded/revoked during June-December-1985 under section :

S. No.	10 (3) (a) (Wrongful possession of passport)	10 (3) (b) (Suppression of material information e. g. already possessing a passport)	10 (3) (c) (Prejudicial to the interests of sovereignty integrity, & security of India)	10 (3) (e) (Criminal cases pending in a court of law)	19 (3) (h) (Summons/warrant of arrest pending)
1. Ahmedabad	—	—	—	—	—
2. Bangalore	—	6	—	—	3
3. Bareilly	—	—	—	5	—
4. Bhopal	—	—	1	—	—
5. Bhubneswar	—	—	—	—	—
6. Bombay	1	24	1	—	—
7. Calcutta	—	—	1	2	—
8. Cochin	—	546	—	5	—
9. Chandigarh	—	62	15	3	—
10. Delhi	—	2	1	—	—
11. Guwahati	—	—	—	—	—
12. Hyderabad	—	12	1	1	—
13. Jaipur	—	230	—	—	—
14. Jalandhar	—	139	2	—	—
15. Kozhikoda	—	14	1	2	—
16. Lucknow	—	—	—	—	—
17. Madras	—	—	—	—	—
18. Patna	—	2	—	—	—
19. Srinagar	—	—	4	—	—
20. Tiruchirapali	—	182	—	7	1
21- Vijaywada	—	—	—	—	—
	1	1219	27	25	4 =1276

Procurement of Blankets

*156. SHRI RAJ KUMAR RAI : Will the Minister of DEFENCE be pleased to state :

(a) the reasons for not introducing blankets developed by the Shoddy Industry which have duly been approved by the Research and Development Wing of the Defence Ministry ;

(b) price of 'A' Type blankets being paid to private manufacturers, British India Corporation and National Textile Corporation ;

(c) whether blankets other than 'A' type have been acquired from BIC, NTC/ other Government units ; and

(d) total quantum of blankets in arrears against orders placed and not yet supplied?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE RESEARCH AND DEVELOPMENT (SHRI ARUN SINGH) : (a) to (d) The information is being collected and will be placed on the Table of the House.

Special Flying Squads for Women

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

(a) whether special flying squads to speedily respond to calls by women in distress and by women's organisations, are proposed to be set up in Delhi; and

(b) if so, the details of the scheme and the steps so far taken for implementing it ?

THE MINISTER OF HOME AFFAIRS (SHRI S. B. CHAVAN) : (a) and (b) Recently the Department of Women's Welfare, Ministry of Human Resources, Government of India, has recognised four national level voluntary organisations to assist women in distress, under the provisions of the Dowry Prohibition (Amendment) Act, 1984. Further, a Crimes against Women Cell has been set up in Delhi police to deal exclusively with offences against women.

Proposal to Raise Age Limit for Central Government Service

*158. SHRI AJOY BISWAS : Will the PRIME MINISTER be pleased to state :

(a) whether Government have any proposal to raise the age limit for entering service under Central Government to 35 years; and

(b) if so, what steps the Government have taken in this respect ?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI P. CHIDAMBARAM) : (a) No, Sir.

(b) Does not arise.

State Councils for Science and Technology

*159 SHRI SHANTARAM NAIK : Will the PRIME MINISTER be pleased to state :

(a) the number of States and Union Territories which have established State Council for Science and Technology; and

(b) the role chalked out for these Councils during the Seventh Five Year Plan period ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS & SPACE (SHRI SHIVRAJ V PATIL) : (a) Nineteen States, Eight Union Territories and the North Eastern Region have set up State Councils for Science and Technology.

(b) The State Councils are envisaged to help in :-

1. Formulation, planning co-ordination and promotion of S&T activities in the States.
2. Preparing State S&T Plans.
3. Compilation and dissemination of S&T information.

4. Popularisation of Science.

Meeting of National Wastelands Council

*160. SHRI DIGVIJAY SINGH : Will the PRIME MINISTER be pleased to state :

(a) whether at the meeting of the National Land Use and Wasteland Development Council held on the 6th February 1986, a discussion was held on excessive unproductive cattle being the cause of wasteland formation;

(b) what strategies have been adopted by the National Board for Wasteland Development and Land use conservation to combat this problem; and

(c) the impact thereof ?

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

(c) One of the objectives of National Land Use Policy that was discussed at the meeting of the Council on February 6, 1986, was :

“To restructure the livestock production programme in such a manner that the livestock population is gradually limited to economically productive stock and to prevent degradation of grassland and by promoting in increasing measures stall feeding of livestock in rural areas.”

The recommended strategy initiative proposed by the National Land Use Conservation Board in this behalf that was adopted was the launching of Special Fodder Development Programme in selected blocks, together with Livestock Development Programme which concentrates on the popularisation of stall feeding in rural areas.

Microprocessor Technology

*161. SHRI HANNAN MOLLAH : Will the PRIME MINISTER be pleased to state :

(a) whether it is a fact that both the Electronics Commission and the Planning Commission were keen on applying the microprocessor technology to vital areas like agriculture medicine, communications, steel and mines, tests and measuring instruments and industrial controls etc;

(b) if so, how much will be the Indian participation in the whole programme;

(c) whether the country has the necessary infrastructure for this purpose; and

(d) if not, whether efforts will be made to develop the necessary infrastructure within the time schedule ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) Yes, Sir. The Department of Electronics has launched a project on Microprocessor Application Engineering Programme to promote the microprocessor technology in agriculture medicine, communication, Steel and Mines, test and measuring instruments and industrial control. For productivity improvement in agriculture through appropriate use of electronics, the Government is examining the feasibility of using portable microprocessor based kits for measuring soil characteristics, moisture content of seeds, etc. The possibility of making available such portable equipment to the educated self-employed is being explored so that they can promote the application of this technology through individual contact with and comprehensive service to farmers.

(b) The Department of Eletronics has projected a total outlay of Rs. 18 crores for this programme for the 7th Plan.

(c) Yes, Sir.

(d) Does not arise.

*[Translation]***India's Assistance to Maldives**

*162. SHRI BANWARI LAL BAIRWA : Will the Minister of EXTERNAL AFFAIRS be pleased to state the

details of assurances given by the Prime Minister during his recent visit to Maldives for providing assistance to that island in its development activities ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI B. R. BHAGAT) : During Prime Minister's recent visit to Maldives, it was agreed that bilateral economic relations between the two countries will be intensified and expanded. As part of this cooperation, India will provide assistance for the setting up of a medical complex in Male which will include a 200-bed General Hospital, a Coronary Care Unit and a Nurses Training Centre. India will also set up a Hostel Training Institute and will provide assistance to Maldives in developing telecommunications, reception of meteorological data and reception of television programmes. India will depute more doctors and teachers to the Maldives and will provide educational and training facilities to Maldivian students in India. For the long-term, India will assist in strengthening training institutes in the Maldives itself. Prime Minister also offered to gift some desalination plants newly developed in India. On the cultural side, India has agreed to help in the preservation and restoration of Hukuru Mosque and other historical monuments in Maldives.

[English]

Consumer Electronic Goods Output

*163 SHRI INDRAJIT GUPTA : Will the PRIME MINISTER be pleased to state :

(a) the share of consumer electronic goods output in total electronic goods output during Sixth Plan period year-wise; and

(b) the shares of consumer electronic goods and non-consumer electronic goods in the targeted output of electronic products during the Seventh Plan period ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT,

ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) Yearwise share of consumer electronics in the total electronics production during Sixth Five Year Plan is given below :

Year	Percentage
1980-81	2.75
1981-82	29.4
1982-83	29.4
1983-84	27.3
1984-85	31.9

(b) In the electronics production target of Rs. 31420 crores over the entire Seventh Five Year Plan period, the share of Consumer electronics is placed at 20.3% and non-consumer electronics products it is 79.7%.

Cleaning of Ganga for Kumbh Mela at Hardwar

1410 DR. B. L. SHAILESH : Will the PRIME MINISTER be pleased to state :

(a) the measures taken so far to spruce up the Hardwar pilgrim centre under the Ganga Action Plan for the ensuing Kumbh mela;

(b) the expenditure incurred thereon so far; and

(c) the progress made in similar cleaning of the Ganga at Allahabad Sangam, another pilgrim centre ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z. R. ANSARI) : (a) The emphasis of the schemes taken up in the Hardwar-Rishikesh Complex is to prevent the flow of waste water into the river. The steps taken so far are as follows :

(i) Repair/Renovation of existing Pumping Stations.

(ii) Construction of new Pumping

Stations near important nullahs.

(iii) Renovation of Sewers.

(iv) Laying of Intercepting Sewers.

(v) Construction of new gully Pits and Repair of existing gully Pits.

(b) An expenditure of about Rs. 1 crore has been incurred for the schemes in the Complex, out of which an expenditure of Rs. 42.04 lakhs is for Schemes in Hardwar town.

(c) At Allahabad, the bulk of the waste water from the existing sewerage system goes to Gaughat from where it is pumped across the Yamuna river to the Naini Sewage Farm. The renovation of Gaughat Pumping Station at an estimated cost of Rs. 1.6 crores has been taken up to improve the pumping facility and to prevent over flow of waste water into the river.

L.T.C. Availed of by Government Employees

1411. SHRI LAKSHMAN MALLICK : Will the PRIME MINISTER be pleased to state the amount Government paid during the last two years towards Leave Travel Concession to their employees for journey by train and bus separately ?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI P. CHIDAMBARAM) : Leave Travel Concession bills submitted by Government employees are passed by authorities competent to pass the T.A. Bills and such authorities are located in various offices of the Central Government throughout India. The expenditure incurred on Leave Travel Concession is not centrally monitored by the Department of Personnel & Training. It is also not possible to collect and compile the information relating to the amount paid by Government during the last two years towards Leave Travel Concession for journey by train and bus separately as separate accounts are not maintained on the basis of mode of conveyance used by Government employees while availing of the concession.

Military Station at Hoshiarpur District of Punjab

1412. PROF. NARAIN CHAND PARASHAR : Will the Minister of DEFENCE be pleased to state :

(a) whether it is a fact that Government have decided to set up a military station at Hoshiarpur District of Punjab; and

(b) if so, the likely date by which land would be acquired for this purpose and the name of Tehsil/sub-Tehsil in which it would be acquired ?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE RESEARCH AND DEVELOPMENT (SHRI ARUN SINGH) : (a) Yes, Sir.

(b) Action is in hand to select suitable land for the Military Station in consultation with the State Government. It is not possible at this stage to indicate the exact location or the likely date of acquisition of land.

Opening of Sainik Schools in Kerala

1413. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of DEFENCE be pleased to state :

(a) whether his Ministry have any programme to make the youth more aware of the opportunities in the field of Defence, if so, details thereof; and

(b) whether Government propose to open more Sainik Schools in the most literate and over-populous State of Kerala ?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE RESEARCH AND DEVELOPMENT (SHRI ARUN SINGH) : (a) Yes, Sir. The youth of the country are made aware of the opportunities in the Defence Services through effective publicity programmes, exhibitions, Fauji Melas, special recruitment rallies, motivational lectures in schools and colleges, etc.

(b) A Sainik School is established on the specific request of a State Government

as the entire capital expenditure and a major portion of the recurring expenditure of the school has to be borne by the State Government. One Sainik School is already functioning in Kerala at Kazhakkootam. No request has been received from the Government of Kerala to open more Sainik Schools in the State.

Gas for Silicon Industry

1414. SHRI MOHANBHAI PATEL : Will the PRIME MINISTER be pleased to state :

- (a) what is the requirement of gas for the silicon industry in the country;
- (b) whether the requirement of gas has been fully met by indigenous units;
- (c) if not, the reasons therefor;
- (d) the quantum of gas imported for purpose and the amount of foreign exchange involved yearly; and
- (e) steps being taken to increase the production of indigenous gas used in silicon industry in the country to save foreign exchange ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) Gases required for silicon industry in the country are hydrogen, argon, nitrogen and chlorine.

- (b) Yes, Sir.
- (c) Does not arise.
- (d) Does not arise.
- (e) Does not arise.

[*Translation*]

Setting up of National Parks in Madhya Pradesh

1415. SHRI MANKURAM SODI : Will the PRIME MINISTER be pleased to state :

(a) the district-wise names of the places in Madhya Pradesh where National Parks (sanctuaries) have been set up;

(b) the number and names of the villages that fall within the area of each of these National Parks;

(c) whether any places have been selected for the purpose of shifting these villages, which fall within the area of the national parks, to some other places and if so, the details of the facilities proposed to be provided by Government to set up villages there; and

(d) the number of the villages proposed to be set up by 1986 at the places decided for the purpose and the names of such villages alongwith the names of the sites selected for them ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z. R. ANSARI) :

(a) and (b) A statement is laid on the Table of the House.

[Placed in Library. See No. L.T-2167/863]

(c) and (d) The area of settlement and relocation of villages is done in co-operation and consultation with the Collectors concerned. Alternatives such as land and facilities for cultivation and setting up of new homes, are provided. The sites and number of villages to be set up cannot be given at present as this is dependent on the completion of settlement proceedings, now in progress.

[*English*]

Deer, Lions, Tigers and Elephants in the Country

1416. SHRI ANANTA PRASAD SETHI : Will the PRIME MINISTER be pleased to state :

(a) the number of deer, lions, tigers and elephants alongwith those belonging to white variety;

(b) whether the number of elephants is declining in the country; and

(c) if so, the steps Government have taken to increase their number in the country ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z. R. ANSARI) :

(a) No enumeration of deer populations has been conducted in the country except in some parks and sanctuaries. The population of lions found in the Gir forest of Gujarat, its only home in the wild, is 239 according to enumeration carried out in 1985. Lions in captivity are 107 of Indian origin and 125 of mixed Indian/African origin. The population of tigers according to enumeration done in 1984, is 4005. No white tiger are reported currently in the wild. Their number in different zoos of the country is 24. The estimated number of wild elephant at present is between 16,600 to 22,250, and of captive ones between 19,500 and 25,375.

(b) The number of elephants is declining in some regions of the country while it is increasing in others. The total population is on the increase.

(c) Government have taken steps to create national parks, sanctuaries, and tiger reserves, and taking measures, *inter-alia*, to educate and inform the people and to implement effectively the Wild Life (Protection) Act, 1972 under which the elephant is a completely protected animal.

Promotion of Official Languages

1417. SHRIMATI JAYANTI PATNAIK : Will the Minister of HOME AFFAIRS be pleased to state the amount earmarked for the promotion of official languages during the Seventh Plan ?

THE MINISTER OF HOME AFFAIRS (SHRI S.B. CHAVAN) An amount of Rs. 2 crores has been earmarked for the promotion of official language during the Seventh Plan.

Import of T.V. Components]

1419. SHRI CHINTAMANI JENA : Will the PRIME MINISTER be pleased to state :

(a) whether it is a fact that TV components are being imported by Electronics Trade and Technology Development Corporation Limited, for use in T.V.;

(b) whether it is also a fact that Electronics Trade and Technology Development Corporation Limited is facing problems since the television companies which register their demands with them do not lift the goods resulting in large inventory for the corporation; and

(c) if so, the value of the goods accumulated and the steps Government propose to take in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) Yes, Sir.

(b) and (c) : Yes, Sir. This is true in respect of 51 cms. Black & White picture tubes, whose stock is estimated presently around 1,70,000 nos. valued at Rs. 6.63 crores (approximately). The stock of Black and White TV picture tubes is being distributed in such a manner that indigenous industry is also not affected and simultaneously ET&T's stock is cleared as early as possible.

Increase in Strength of Paramilitary Forces

1420. SYED SHAHABUDDIN : Will the Minister of HOME AFFAIRS be pleased to state :

(a) the total strength of the various paramilitary forces as on 1.1.86; and

(b) the proposed increase of strength of each during 1986 ?

THE MINISTER OF STATE IN THE DEPARTMENT OF INTERNAL SECURITY (SHRI ARUN NEHRU) : (a) The authorised number of operational battalions as on 1.1.1986 is as under :—

BSF	85
CRPF	83 (including 12 under raising)
Assam Rifles	25 (including 4 under raising)
ITB	10

The CISF is structured on need based pattern according to requirements of each undertaking and not on battalion basis and its strength as on 1.1.1986 is 52,579 personnel.

(b) Sanction has been issued for raising additional battalions during 1986-87, as detailed below :—

BSF	5
Assam Rifles	4

The strength of CISF is likely to be increased by about 2100 personnel during 1986-87.

Adhwara River Project of Bihar

1421. SHRI ABDUL HANNAN ANSARI : Will the Minister of PLANNING be pleased to state :

(a) whether it is a fact that Government of Bihar has sent the proposal of Adhwara river project which flows through the Madhubani and Darbhanga districts of North Bihar to the Ministry of Planning for approval;

(b) if so, when approval is going to be given; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI A.K. PANJA) : (a) Yes, Sir.

(b) and (c) A view on the acceptance of the scheme by the Planning Commission will be taken after compliance of outstanding observations on the project by the Ganga Flood Control Commission in consultation with the State Government.

Pakistani Spy Ring Busted in Rajasthan Border

1422. SHRI MAHENDRA SINGH : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether the BSF has recently busted Pakistani spy ring operating in the Rajasthan border areas and arrested at least three spies;

(b) if so, the details of the spy ring and its modus operandi; and

(c) what steps have since been taken in the light of the findings and the investigation made into the matter ?

THE MINISTER OF STATE IN THE DEPARTMENT OF INTERNAL SECURITY (SHRI ARUN NEHRU) : (a) to (c) On January 26, 1986 three Pakistani nationals were apprehended by the Border Security Force and the local police in District Sri Ganganagar. An Indian accomplice was also arrested.

In another case on January 31, 1986, two Pakistani nationals were apprehended by the Border Security Force in Ganganagar District of Rajasthan. An Indian national was arrested later in this case.

Preliminary investigations indicate that the Pakistani nationals had entered India for obtaining intelligence.

BSF patrolling has been strengthened in these and other areas.

Assent to Gujarat Private Primary Educational Institutions Bill

1423. DR. A.K. PATEL :
SHRI HAROOBHAI MEHTA :

Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether it is a fact that the Government had received "Gujarat Private Primary Educational Institutions Bill" on 6 January, 1984 but it is still lying under consideration despite lapse of two years;

(b) the steps, if any, required to be taken by Government of Gujarat to expedite the approval to this Bill; and

(c) the reasons for not clearing the Bill ?

THE MINISTER OF HOME AFFAIRS (SHRI S.B. CHAVAN) : (a) No Bill of the nomenclature mentioned in the question was received.

The Bombay Primary Education (Gujarat Amendment) Ordinance, 1983 was received on 6.1.1984.

(b) and (c) The previous instructions of the President for the promulgation of the Ordinance have already been conveyed to the State Govt. on 25.2.86.

Passport Office

1424. **SHRI VIJAY N. PATIL :** Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) how many passport offices are working in the country;

(b) whether there is any proposal to open new passport offices; and

(c) if so, the places where Government propose to open new passport offices ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K.R. NARAYANAN) : (a) There are 21 Passport Offices and 2 Liaison Offices under the control of the Ministry of External Affairs, and two Passport Offices manned by the Union Territory of Goa, Daman and Diu at Panaji, and Union Territory of Andaman, Nicobar and Minicoy Islands at Port Blair respectively.

(b) No, Sir.

(c) Does not arise.

Defection by Embassy Personnel in Norway

1425. **SHRI M.R. SAIKIA :**
SHRI SANAT KUMAR MANDAL : Will the Minister of

EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that one of the Embassy personnel in Norway has defected taking away with him a huge amount of money from the embassy fund;

(b) if so, what action has been taken by Government for its recovery; and

(c) whether Government have taken any immediate precautionary measures to prevent such occurrences in our other embassies in future ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K.R. NARAYANAN) : (a) Shri Harinder Singh, formerly First Secretary in our Mission in Oslo deserted on 19th June, 1984 and took away with him some money from the Embassy account.

(b) The question of recovery of the funds embezzled was taken up with the Norwegian Foreign Office. As a result of discussions it was not considered advisable to pursue this matter because it would have involved the Mission inter alia in long court proceedings.

(c) Government have taken all possible precautionary measures to prevent such occurrences in our Embassies in the future.

Proposal for Lumpsum Payment in Lieu of Pension

1426. **SHRI C. SAMBU :** Will the PRIME MINISTER be pleased to state :

(a) whether there is any proposal to pay 90 months basic pay in place of monthly pension to Central Government pensioners including defence pensioners; and

(b) if so, whether the proposal has been referred to the Fourth Pay Commission ?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI P. CHIDAMBARAM) : (a) No, Sir.

(b) Does not arise.

Employment Opportunities for the Blind

1427. SHRI P.R. KUMARAMANGALAM : Will the Minister of WELFARE be pleased to state :

(a) whether the new avenues of employment and rehabilitation opportunities have been opened up for the blind by National Institute for the Visually Handicapped;

(b) if so, details thereof; and

(c) whether the scope will be extended further throughout the country ?

THE DEPUTY MINISTER IN THE MINISTRY OF WELFARE (SHRI GIRIDHAR GOMANGO) : (a) Yes, Sir.

(b) The Institute has developed and introduced the following programmes :—

- (i) Stenography for visually handicapped;
- (ii) Cutting and tailoring for visually handicapped women;
- (iii) Placement of visually handicapped extranees of the Institute in subordinate posts in nationalised banks.

(c) The Institute has no plans to run similar programmes in other parts of the country. However, if any voluntary organisation or State Government wants to adopt such programmes, the Ministry can assist them.

Establishment of G.S.L.V. at Valiamala, Kerala

1428 SHRI SURESH KURUP : Will the PRIME MINISTER be pleased to state :

(a) whether ISRO proposes to establish a Geo-Stationary Launch Vehicle Station (G.S.L.V) and a Liquid Fuel Development Unit at Valiamala, Nedumangad, Kerala; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE

MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) and (b) There is no proposal to establish a Geo-Stationary Launch Vehicle Station at Valiamala. The liquid fuels required for launch vehicles are produced by a number of industries in the country, partly based on the know-how developed by the Vikram Sarabhai Space Centre (VSSC), Trivandrum, of Indian Space Research Organisation. The main activities now located in Valiamala relate to the Polar Satellite Launch Vehicle (PSLV) Project and the Liquid Propulsion Systems Unit, besides a few technical divisions and activities of VSSC.

Recommendations of High Level Committee on Ex-servicemen Problems

1429 SHRI C. P. THAKUR : Will the Minister of DEFENCE be pleased to state :

(a) whether any representations have been received by Government from National Ex-servicemen Coordination Committee in regard to the certain anomalies in the recommendations of the High Level Committee viz. counting of military service for pay fixation, promotion etc. on re-employment; and

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

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE RESEARCH AND DEVELOPMENT (SHRI ARUN SINGH) : (a) Yes, Sir.

(b) The representations are against some of the recommendations of the High Level Committee on problems of Ex-servicemen which have been accepted by Government. However, the issues raised are being examined in consultation with the concerned Ministries to ascertain whether any change in the decisions of Govt. and consequent disregard of the recommendations of the High Level Committee would be justified.

Purchase of woollen blankets for use of Defence Personnel

1430. SHRI KAMLA PRASAD SINGH : Will the Minister of DEFENCE be pleased to refer to the answer given to Unstarred Question No. 530 on 20 November, 1985 regarding purchase of woollen blankets for the use of defence personnel and state :

(a) whether the purchase of woollen blankets required by his Ministry will be entrusted to the Central Government Employees Consumer Co-operative Society Ltd., New Delhi who have been charged with the responsibility of making available all items of stationery and other items by a Government Order of 1981 to the Government offices; and

(b) if not, reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE RESEARCH AND DEVELOPMENT (SHRI ARUN SINGH) : (a) No, Sir.

(b) Blankets for the Armed Forces are normally procured from Ordnance Factories or through the DGS&D.

Government Publications to be in Diglot form

1431. SHRI BANWARI LAL PUROHIT : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether it is a fact that the Central Government have issued orders that all Government publications should be brought out in diglot form ;

(b) whether it is also a fact that in spite of these orders, all Government publications are published separately in English and Hindi ; and

(c) if so, what steps Government propose to take to implement the said orders so that all Government publications are brought out in diglot form only ?

THE MINISTER OF HOME AFFAIRS (SHRI S.B. CHAVAN) :

(a) to (c) According to the existing orders, only manuals codes, forms and statistical pocket books are required to be printed in diglot form and all Ministers/Departments have been advised accordingly.

Violation of Forest (Conservation) Act, 1980 by States.

1432. SHRI JAGANNATH PATT. NAIK : Will the PRIME MINISTER be pleased to state :

(a) whether some cases have come to the notice of Central Government where the provision of the Forest (Conservation) Act, 1980 have been violated and forest lands have been put to some other uses without the prior approval of the Central Government ;

(b) if so, the names of such States which have violated this Act during last three years ; and

(c) the details regarding the measures Central Government propose to take in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) : (a) Yes, Sir.

(b) Violations in the following States have come to the notice—Maharashtra, Madhya Pradesh, Uttar Pradesh, Himachal Pradesh, Andhra Pradesh, Karnataka, Tamil Nadu, Kerala, Orissa, and Gujarat.

(c) The matter has been taken up with the State Governments. Monitoring of approved cases and of proposals received is also being done to check whether any violations are taking place.

[Translation]

Setting up of Engine Factory of Bharat Earth Movers in Sagar, Madhya Pradesh

1433. SHRI NANDLAL CHOWDHARY : Will the Minister of DEFENCE be pleased to state :

(a) whether land required for setting up of an engine factory of Bharat Earth

Movers Limited under the Ministry has been secured in Sagar (Madhya Pradesh) ; and

(b) if so, the area of land so secured and the location thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND DEFENCE SUPPLIES (SHRI SUKH RAM) : (a) and (b) Approval or the setting up of an engine plant by BEML is yet to be accorded. In view of this the question of securing land for the project does not arise.

[English]

Anti-Defection law for Local Bodies

1434. PROF. MADHU DANDA-VATE : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether Union Government propose to advise the State Government to take necessary steps for enacting anti-defection Law for the elected members of the local bodies to prevent the politics of piracy prevalent in these institutions ;

(b) if so, the details thereof ; and

(c) if not, the reasons therefor ?

THE MINISTER OF HOME AFFAIRS (SHRI S.B. CHAVAN) : (a) to (c) No such proposal is presently under consideration of the Government. The subject matter is primarily the concern of the State Governments.

Introduction of a New Scheme to keep a Watch on Indo-Pak Borders

1435. DR. CHANDRA SHEKHAR TRIPATHI : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether Government have decided to introduce any new scheme to keep a watch over Indo-Pak border areas ;

(b) if so, the outlines thereof and the total expenditure likely to be incurred thereon ; and

(c) the time by which this scheme is likely to be implemented ?

THE MINISTER OF STATE IN THE DEPARTMENT OF INTERNAL SECURITY (SHRI ARUN NEHRU) : (a) to (c) The Government have recently approved a five-year programme commencing from 1986-87 for strengthening surveillance along the Indo-Pak border. The programme includes strengthening the Border Security Force, establishing additional border outposts, construction of observation post towers, providing increased mobility to border patrols and equipping them with more sophisticated equipment. The expenditure on the programme would depend upon the budgetary allocations made during the respective year.

Introduction of Electronics and Computers into Agriculture Power and Railways

1436. SHRI V. SOBHANADREESWARA RAO :

SHRI BASUDEB ACHARIA :

Will the PRIME MINISTER be pleased to state :

(a) whether Government are keen to introduce electronics and computers into agriculture, irrigation, power and railways to help achieve optimum production, optimum resource allocation and mobilisation and improve efficiency in the system; and

(b) whether any specific proposals have been finalised and implemented and if so, the results obtained ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) Government is keen to introduce Electronics and Computers in all sectors of economy including Agriculture, Irrigation, Power and Railways as they help in improving the overall efficiency and productivity.

(b) Details of such applications are given in the statement below.

Statement

Electronics in Agriculture :

Electronics instruments are finding extensive use in agriculture for a range of applications namely soil and water management, monitoring of environmental parameters like temperature and humidity, harvesting, storage of crops, pests management, protection of plant and animals from the diseases and increasing production of dairies, in various countries.

The Departments of Electronics (DOE) has been instrumental in initiating the Agro-Diary Project being executed at Electronics Systems Punjab Limited (ESPL). Certain products like Milk Analyser have been developed. The DOE has also formed a panel for Agri-Electronic Development in the country. The panel report has provided guidelines to the Indian industry to develop various Agri-Electronic Systems. Under its Microprocessor Application Engineering Programme DOE has established a centre at Jawaharlal Nehru Agriculture University at Jabalpur. The centre will create awareness regarding the use of microprocessor based system through demonstration, training, group discussion and system development. Certain projects on microprocessor based low cost Agri-Electronic System like Crop-moisture/maturity, disease detection etc. are being initiated.

Computers in Agriculture and Irrigation :

National Informatics Centre (NIC) through their NICNET computer network have identified agriculture and irrigation sector as a most dominant application area for electrons and computer applications. Various agricultural sector catalysed and implemented include :

- Integrated agriculture information system
- Monitoring of Drought Prone Area Programme (DPAP)
- Optimal mobilization of Ganga Basin Water Resources (GBWRO)
- Hydrological data for Water Management, Central Water Commission

- Agricultural input-output Monitoring Systems (Project management for resource mobilization) for Rajasthan Canal Project, (Indira Gandhi Canal Project), Chambal Command Area.
- Optimal irrigation planning and intergrated operation for Rajasthan Canal Haryana Irrigation Department.
- Integrated Rural Development Programme (IRDP) for maintaining the performance related to all rural development projects.
- Regional flood forecasting models, etc.
- Data Base evolution for Central Ground Water Board.

Proposals under implementation include District-base Agriculture Information System through NICNET and Land Records Information System.

Electronics in Power :

Electronics instruments and systems are being used in power sector in order to improve control operation for optimisation of various physical parameters like pressure, temperature, flow, level etc. so as to improve the generation of power. Programmeable Controllers and Data Acquisition Systems have already introduced in power plants for providing controls for critical operations and Safety Disturbance analysers are already used in the distribution and transmitting station for providing better awareness on the power flow into the control grid.

Computers in Power Sector :

Load despatch centres are equipped with Computers. Various State Electricity Boards are planning for the introduction of Computers to carryout operations like coal and oil stock, their daily consumption, generation of power, plant load factors, heat rates, cooling water, spares inventory, maintenance status etc.

Electronics in Railways :

Electronic equipment are finding vast

applications in Railways in areas like traction, signalling, communications, In-motion weighing system and providing safety in operations. DOE through its Microprocessor Application Engineering Programme has undertaken the task of generating systems engineering expertise in Indian Railways through training and system engineering project development. A centre has been established at RDSO, Lucknow to cater to the training requirements to technical personal in the area of microprocessor based system development. A number of systems have been developed in collaboration of RDSO, Lucknow and technology transferred to the small scale industry for manufacturing. These systems include microprocessor based track regarding systems, Ride quality monitor, Vibration-cum-Speedometer etc. Apart from this through funding from the technology development programme of DOE Automatic Train Operation system and Train Describer System for Metro railway have been developed.

Computers in Railways :

Computers are being used for online application in Indian Railways. The DOE is actively involved in passenger reservation system at New Delhi which has been commissioned for 30 trains and work regarding including other trains has been taken up. The technical offers for train describer system for Northern Railway are being evaluated with DOE participation. The DOE would be involved in the acceptance and installation of this system.

[Translation]

Prosecution of Indian Plane Hijackers in Pakistan

1437. SHRI NARESH CHANDRA CHATURVEDI : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that the special judge of Lahore (Pakistan) has awarded death sentence to three and life term to seven hijackers of the Indian Plane;

(b) the reaction of Government of India;

(c) whether it is also a fact that there was a delay of nearly 4 years on the part of Pakistan Government in launching prosecution proceedings against them; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. R. NARAYANAN) :

(a) Yes, Sir. In addition, four of the accused in the 1984 hijacking case were acquitted. The Lahore High Court has admitted appeals filed by the convicted persons against their sentences as also an appeal by the prosecution against the acquittals.

(b) The Government of India have noted with satisfaction that the hijackers had been tried and sentenced according to the provisions of Pakistani law. It is hoped that the sentences will be carried out.

(c) & (d) Although the hijackings had occurred in September 1981 and July 1984 respectively, the Pakistan Government commenced the trial in a Special Court at Lahore in March 1985 and April 1985 respectively.

[English]

Stress on Availability of Transport

1438. SHRI V. TULSIRAM : Will the minister of PLANNING be pleased to state :

(a) whether it is correct that much stress has been laid on maximising the availability of transport in the country during the Seventh Five Year Plan;

(b) if so, the amount sanctioned for the purpose for the State of Andhra Pradesh which is the most backward State in country; and

(c) the State-wise break up of fund allocated for the purpose during Seventh Plan?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI A.K. PANJA) (a) Yes, Sir.

(b) An agreed outlay of Rs. 270.50 crores has been provided in the State Plan of Andhra Pradesh for the transport sector in the Seventh Five Year Plan. Andhra Pradesh is not the most backward and/or backward State in the country.

(c) A statement showing the state wise outlays for the transport sector in the Seventh Five Year Plan is given below. In addition, outlays are also provided in the Central Sector for the development of transport infrastructure; these are however, not distributed State-wise, but are provided under the Plan heads of the Ministry of Transport.

Statement

Statewise Outlays for Transport—
Seventh Plan
(Rs. lakhs)

States	Outlays (1985-90)
1	2
Andhra Pradesh	27050
Assam	16220
Bihar	39610
Gujarat	37325
Haryana	19032
Himachal Pradesh	16375
Jammu & Kashmir	13020
Karnataka	24300
Kerala	17350
Madhya Pradesh	34239
Maharashtra	77494
Manipur	7000
Meghalaya	8000
Nagaland	9850
Orissa	18725
Punjab	18220
Rajasthan	12692
Sikkim	4468

1	2
Tamil Nadu	27700
Tripura	5200
Uttar Pradesh	105349
West Bengal	21360
Total-States	560569

(Rs. lakhs)

States Outlays (1985-90)

States	Outlays (1985-90)
Union Territories	
Andaman & Nicobar Islands	17557.64
Arunachal Pradesh	12700
Chandigarh	700
Dadra & Nagar Haveli	840
Delhi	26465
Goa, Daman & Diu	4705
Lakshadweep	665
Mizoram	5800
Pondicherry	1985.69
Total (UTs.)	71468.33
Total (States & UTs.)	632037.19

Villages Selected for Wasteland Development Programme

1439. SHRI DILEEP SINGH BHURIA : Will the PRIME MINISTER be pleased to state :

(a) whether any special scheme has been formulated for villages selected under Wasteland Development Programme;

(b) if not, whether Union Government think it necessary to do so; and

(c) if so, whether any district level or block level agency will be set up for the purpose or this work will be handed over to the District development agencies ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) : (a) &

(b) The State/U.T. Government have been requested to survey and identify wasteland suitable for afforestation on village-by-village basis. The Wastelands Development Programme is to be implemented by the State/UT Administration in areas so identified on a Year-to-Year basis, in consultation with and involving village panchayats/village communities. Recourse would be had also to tree patta scheme, formation of tree growers' cooperatives and involvement of voluntary Agencies.

(c) At the district level, a set-up consisting of the Forest, Agriculture and the District Rural Development Authority (DRDA) is already in existence which is responsible for implementing the wastelands development programme. It is not therefore, proposed to constitute a separate District/Block level agency for this purpose.

Conference of Information Ministers of the Non-Aligned Countries

1440. SHRI ANAND SINGH :
SHRI UTTAM RATHOD :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether a conference of the Information Ministers of the Non-Aligned countries was held in the capital of Senegal in January this year;

(b) if so, whether the Prime Minister as Chairman of the Non-Aligned Movement has sent a message for international cooperation amongst members of the NAM in the matter of collection and dissemination of information and publicity with a view to promoting solidarity and amity amongst the member-countries and maintaining world peace;

(c) if so, the details thereof; and

(d) what was the response of the conference to this message ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K.R. NARAYANAN) : (a) to (d) Yes, Sir. Prime Minister as Chairman of

the Non-Alignment movement sent a message to the Conference which was read out by the Indian delegation, Shri V.N. Gadgil, Minister of State for Information and Broadcasting. The text of the Prime Minister's message is given below as a statement. The message was deeply appreciated, and adopted unanimously as a document of the Conference.

Statement

MESSAGE

The overriding concerns of the Non-Aligned Movement are to preserve international peace, promote the freedom and sovereignty of nations still subjected to the denial of their rights, and secure economic justice for all peoples. Nonaligned countries must strengthen cooperation among themselves in the political, economic and cultural fields for the achievement of these objectives.

These tasks require greater exchange of information. The role of the Intergovernmental Council of the Information Ministers of Nonaligned Countries is to promote such exchange. I am glad to know that the eighth meeting of the Council is being held in Dakar.

The Non-aligned Summit in New Delhi listed a number of specific measures to enable Non-aligned countries to achieve media cooperation and the decolonization of information. We have called for a New International Information and Communication Order. I am confident that the Conference in Dakar will help our Movement. My best wishes for its success.

Wasteland Project

1441. SHRI AKHTAR HASAN : Will the PRIME MINISTER be pleased to state :

(a) the outcome of the meeting of Chief Ministers, recently held in Delhi regarding National Land Use and Wasteland Development, etc.;

(b) whether tackling of water logging by latest scientific ways was also discussed in that meeting; and

(c) if so, the outcome thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z. R. ANSARI) : (a) National Land Use and Wastelands Development Council in its meeting on 6th February, 1986 approved :— (i) National Land Use Policy Draft and (ii) Strategies, Structures, Policies, and Action Plan for Wastelands Development in 1986-87.

(b) & (c) The problem of waterlogging was discussed. It was decided that scientific irrigation management must be enforced and the problems of water logging, salinity and alkalinity must be brought under control by the use of appropriate technologies and by the adoption of proper irrigation practices.

Import of Colour T.V. Kits

1442. DR. G. VIJAYA RAMA RAO : Will the PRIME MINISTER be pleased to state :

(a) whether colour TV kits were imported by Government directly and by the manufacturers with Government approval and if so, details of these imports during 1984 and 1985;

(b) whether Government had already decided to introduce Teletext on TV before import of such kits was made; and

(c) if so, the reasons for permitting import of TV kits without teletext arrangement ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) No imports of colour TV kits were made by the Government directly and by the manufacturers with Government approval during 1984 and 1985.

(b) and (c) Do not arise.

[*Translation*]

Allocations under Component Plan for SCs/STs

1443. SHRI K.D. SULTANPURI : Will the Minister of WELFARE be pleased to state the state-wise allocations made in the Seventh Five Year Plan under the Component Plan for Scheduled Castes and the Sub-Plan for Scheduled Tribes in the country ?

THE DEPUTY MINISTER IN THE MINISTRY OF WELFARE (SHRI GIRIDHAR GOMANGO) : A statement showing the State-wise allocations made in the Seventh Five Year Plan under Special Component Plan for Scheduled Castes and under Tribal Sub-Plan for Scheduled Tribes is given below.

Statement

Statement Showing the Allocations Made in the 7th Five Year Plan Under Special Component Plan & Tribal Sub-Plan

(Rs. in crores)

S. No.	State/U.T.	Allocations made in the 7th Five Year Plan	
		Special Component Plan	Tribal Sub-Plan
1	2	3	4
1.	Andhara Pradesh	800.41*	216.56*
2.	Assam	66.92	228.94
3.	Bihar	330.56	1239.68
4.	Gujarat	178.09*	540.01
5.	Haryana	179.29	

1	2	3	4
6.	Himachal Pradesh	115.50	120.39
7.	Jammu & Kashmir	47.84*	—
8.	Karnataka	452.86	78.69
9.	Kerala	210.19	43.12
10.	Madhya Pradesh	414.88	1298.70
11.	Maharashtra	247.89	524.04*
12.	Manipur	6.45	169.26
13.	Orissa	201.42	1048.94
14.	Punjab	181.44	—
15.	Rajasthan	377.00	200.43
16.	Sikkim	2.37	29.38
17.	Tamil Nadu	686.25	50.35
18.	Tripura	42.54	152.70
19.	Uttar Pradesh	1075.00*	10.00
20.	West Bengal	438.81	211.63
Total States		6055.71	6162.82
1.	Andaman & Nicobar	—	34.00
2.	Chandigarh	8.90	—
3.	Delhi	110.42	—
4.	Goa, Daman & Diu	3.43	1.81
5.	Pondicherry	27.21	—
Total UTs.		149.96	35.81
Grand Total		6205.67	6198.63

*Tentative.

[English]

Clearance of Passport Applications

1444. SHRI V.S. KRISHNA IYER :
Will the Minister of EXTERNAL
AFFAIRS be pleased to state :

(a) the number of passport applications
received by the Regional Passport Office
Bangalore since September, 1985;

(b) how many passport applications
have been cleared so far;

(c) whether it is a fact that three to
four months are taken to clear one pass-
port;

(d) if so, the reasons for such delay in
clearing the passport applications; and

(e) whether it is also a fact that

applications routed through travel agents are cleared early : if so, reasons thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K.R. NARAYANAN) : (a) 45, 948 (upto 21. 02. 1986).

(b) 42,583 (upto 21.02.1986).

(c) No, Sir. Most passports are issued in six weeks where applications are complete, and clear police reports are received. However, a few cases are pending for want of clear police reports or incomplete applications.

(d) Reasons for delay is due to non-receipt of Police Clearance reports from the authorities concerned/incomplete application.

(e) No, Sir. Applications submitted directly by applicants through Travel Agents are dealt with impartially without any discrimination. Passports are issued in a time-bound limit of 5 working days after receipt of clear Police reports.

Publications Brought Out Abroad Containing Distortions About India

1445. SHRI MOOL CHAND DAGA : Will the Minister of EXTERNAL AFFAIRS be pleased to State :

(a) the cases during the last three years taken up by Government against the publications brought out abroad wherein facts about India had been distorted undermining our national prestige ;

(b) since when such vigilance is being exercised; and

(c) what action had been taken in such cases and with what results ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K.R. NARAYANAN) : (a) to (c) : The Ministry of External Affairs closely monitors newspapers, periodicals and books published abroad. Errors of facts or analysis in these publications are appropriately taken up by the Ministry and our Mission abroad with the publishers/

governments concerned who very often make the desired corrections. Such errors and distortions in reporting and publications cover a variety of subjects and action is taken by Missions abroad on a continuing basis and often during regular briefing of the press by our officials.

Evaluation of 20-Point Programme.

1446. SHRI SRIBALLAV PANIGRAHI :

SHRI BANWARI LAL PUROHIT :

SHRI SATYENDRA NARAYAN SINHA :

Dr. B.L. SHAILESH :

SHRI K. PRADHANI :

Will the Minister of PROGRAMME IMPLEMENTATION be pleased to state :

(a) whether it is a fact that the 20-Point Programme is being revised to make it more dynamic and to make a dent on the scale of poverty ;

(b) if so, the specified points of thrust identified and the details regarding the suggestions put forward by the Committee to make 20-Point Programme a great success; and

(c) whether any Committee had been appointed by Government to examine the implementation of the 20-Point programme during Sixth Five Year Plan ?

THE MINISTER OF PROGRAMME IMPLEMENTATION (SHRI A.B.A. GHANI KHAN CHOUDHURY) :

(a) and (b) : Yes Sir. A re-structuring of the Twenty Point Programme is under consideration for a more effective implementation of the objectives of the programme. Details of the thrust would be available when the programme is finalised.

(c) Yes Sir. A Cabinet Committee under the Chairmanship of the Late Prime Minister, Smt. Indira Gandhi was set-up in June, 1982 to review the implementation of the 20-Point Programme.

[*Translation*]

Infiltration into India Along Indo-Pak Border

1447. SHRI KALI PRASAD PANDEY : Will the Minister of HOME AFFAIRS be pleased to State :

(a) the total number of persons arrested while they were infiltrating into Indian territory along Indo-Pak border in Punjab, Rajasthan and Jammu and Kashmir respectively during each month in the years 1984-85 and 1985-86 and how many of them have been sent back, prosecuted or other actions taken against them together with details thereof ;

(b) whether it is a fact that most of them have succeeded in crossing this border who had earlier escaped to various countries in their effort to acquire foreign citizenship;

(c) whether Government have taken any action or propose to take any action immediately to completely seal this border; and

(d) the existing provision to punish the infiltrators ?

THE MINISTER OF STATE IN THE DEPARTMENT OF INTERNAL SECURITY (SHRI ARUN NEHRU). (a) A statement giving the number of infiltrators apprehended by the security forces along Indo-Pak border in Punjab, Rajasthan and J&K during the period from 1.1.1984 to 31.1.1986 is given below. All these persons were handed over to local police authorities for taking necessary action under the law.

(b) Government have on such information.

(c) The security forces on the border are on alert. Measures taken for strengthening surveillance along the borders include; strengthening of BSF, establishing additional border out-post, construction of observation post towers and providing increased mobility to border patrols etc.

(d) Infiltrators who are found without valid travel documents are pushed back; but if they are suspected to have committed any offence under the Arms Act, Customs Act, Indian Penal Code, Opium Act, Dangerous Drugs Act, Foreigners Act, Passport (entry-into India) Act, etc., action is taken against them depending upon the nature of the offence committed.

Statement

Month & Year	Punjab	Rajasthan	J & K
1	2	3	4
January, 1984	53	11	2
Feb., 1984	90	66	2
March, 1984	136	21	5
April, 1984	29	40	1
May, 1984	18	30	7
June, 1984	121	49	2
July, 1984	59	101	3
Aug., 1984	172	24	3
Sept., 1984	112	10	3
Oct., 1984	76	31	14
Nov., 1984	54	14	11

1	2	3	4
Dec., 1984	219	22	5
January, 1985	179	20	2
Feb., 1985	18	4	2
March, 1985	195	6	5
April, 1985	509	6	3
May, 1985	382	4	7
June, 1985	135	2	4
July, 1985	216	186	4
Aug., 1985	296	120	1
Sept., 1985	358	142	7
Oct., 1985	596	120	3
Nov., 1985	219	223	3
Dec., 1985	317	244	1
January, 1986	375	57	1
Total	4934	1553	101

[English]

National Park in W. Bengal

1448. SHRI ANANDA PATHAK : Will the PRIME MINISTER be pleased to state :

(a) whether Government have received any proposal from the Government of West Bengal to declare the parts of Sandatphu and 7,000 hectares of land surrounding it as a National Park; and

(b) if so, whether Government have taken any decision on the above proposal ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z. R. ANSARI):

(a) No, Sir.

(b) Question does not arise.

Cases Received by Central Government from Madhya Pradesh under Forest (Conservation) Act, 1980

1449. SHRI PRATAP BHANU SHARMA : Will the PRIME MINISTER be pleased to state :

(a) how many cases of Madhya Pradesh State have been received by Central Government under Forest (Conservation) Act, 1980 during the last three years; (year-wise details):

(b) on how many cases objections have been issued more than once;

(c) how many cases have been rejected, giving reasons of rejections; and

(d) how many cases are still pending for disposal giving year-wise details ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z. R. ANSARI): (a) Forty-seven in 1983, One hundred seventy two in 1984; One hundred forty four in 1985.

(b) Objections have not been issued in any case. Only clarifications and additional information have been sought for from the State Government in cases where complete data and maps have not been furnished as per prescribed procedure.

(c) 115 cases have been rejected either on merits of the case, or because alternatives were available, or because provisions of the Act were violated.

(d) Only one case received in 1983, three in 1984 and two in 1985 are pending for disposal at present.

Indo-German Venture to Manufacture V.C.R.

1450. SHRI P. M. SAYEED : Will the PRIME MINISTER be pleased to refer to the reply given to Unstarred Question No. 2551 on 4-12-1985 regarding Indo-German Venture to manufacture V.C.R. and state :

(a) whether details regarding location of the manufacturing unit, production capacity and capital involvement thereon have since been worked out; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) No, Sir.

(b) Does not arise.

Pollution by Industries in West Bengal

1451. SHRI INDRAJIT GUPTA : Will the PRIME MINISTER be pleased to state :

(a) whether the Environment Department of the West Bengal Government

have identified the Ishapore Rifle Factory and the Alipore Mint as being responsible for large-scale pollution;

(b) whether specific complaints relating to discharge of effluents into the Ganga river and emission of thick streams of smoke against these two concerns have so far been ignored by their managements; and

(c) if so, whether Government propose to take any action in the matter ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z. R. ANSARI) : (a) to (c) Information is being collected and will be laid on the Table of the House.

Sri Lankan Tamil Refugees

1452. DR. G. S. RAJHANS :

PROF. K. K. TEWARY :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the total number of refugees who arrived in India from Sri Lanka till December, 1985;

(b) the amount spent on them as on 31 December, 1985;

(c) the number of refugee camps in India at present;

(d) whether any new camps have been opened recently;

(e) whether a sizable number of refugees have left India for Sri Lanka recently;

(f) if so, the details thereof; and

(g) whether Government of India have asked the Government of Sri Lanka to share the expenses on Sri Lankan refugees ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K.R. NARAYANAN) : (a) A total of 1,24,828 refugees had arrived in India upto 31st December, 1985 since the outbreak of ethnic violence in Sri Lanka in July, 1983.

(b) The details of expenditure incurred on relief to the refugees during 1983-84 and 1984-85 is not available, as separate accounts were not maintained prior to March, 1985. However during 1983-84 and 1984-85 Rs. 68.50 lakhs and Rs. 143.18 lakhs respectively were spent on providing relief to both repatriates as well as refugees. From February 4th, 1985-86 when a separate account for expenditure on relief to the refugees was maintained, Rs. 1.76 crores had been spent on this account till September, 1985 as reported by the Government of Tamil Nadu. (The concerned authorities have been asked to provide the latest information available as to the amount spent on the refugees as on 31st December, 1985.)

(c) There are two camps at *Mandapam and Kotapattu* where refugees have been housed. Apart from this, the refugees are also being kept in more than 100 temporary shelters in 15 other districts of Tamil Nadu. (The exact number of these temporary camps is being obtained from the Government of Tamil Nadu.)

(d) Now new permanent camps have been opened, recently. However, the Government of Tamil Nadu has been asked to confirm this.

(e) As per the information available, no refugees have left India for Sri Lanka recently. However the Government of Tamil Nadu have been asked for full information.

(f) Does not arise.

(g) No, Sir. This is under consideration of the Government of India.

Preventing Deforestation for Preserving of Ecological Balance

1453. SHRI V. S. VIJAYARAGHAVAN : Will the PRIME MINISTER be pleased to state :

(a) the minimum area of forest essential for preserving ecological balance;

(b) whether any State has less-than minimum of forest;

(c) state-wise break-up of area of forest at present; and

(d) the steps being taken up to prevent deforestation in different States ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z. R. ANSARI):

(a) The National Forest Policy approved in 1952 lays down that India, as a whole, should aim at maintaining one-third of its total land area under forests. In the Himalayas, the Deccan, and other mountainous tracts liable to erosion, 60 per cent should be kept under forests. In the plains, where the ground is flat and erosion is normally not a serious factor, the proportion to be attained should be placed at 20 per cent.

(b) Yes, Sir.

(c) A statement showing statewise forest area and the percentage of forest area to the geographical area, is given below.

(d) The following are the major steps taken to prevent disforestation :—

- (i) Reforestation of degraded forests.
- (ii) Afforestation of waste-lands to reduce biological pressure on existing forests.
- (iii) Soil, water and tree conservation in the Himalayas (Operation Soil Watch).
- (iv) Development of infrastructure for the protection of forests from biotic interference.
- (v) Creation of National Parks and wildlife sanctuaries.
- (vi) Implementation of the Forest (Conservation) Act, 1980 to check diversion of forest lands for non-forest purposes.
- (vii) Issue of guidelines from the Centre for the better manage-

ment and protection of existing forests.

(viii) Development of alternative source for domestic energy.

(ix) Substitution of wood by alternative material in packing, railway sleepers and building construction.

Statement

S.No.	State/UT	Geographical area (shotu- and ha.)	Forest area (thousand ha.)	% of forest area to geographical area
1	2	3	4	5
1.	Andhra Pradesh	27682	6377.2	23.15
2.	Assam	7852	3070.8	39.11
3.	Bihar	17388	2923.2	16.81
4.	Gujarat	19598	1965.7	9.96
5.	Haryana	4422	171.6	3.71
6.	Himachal Pradesh	5567	2132.2	38.06
7.	J & K	22224	2100.0	9.85
8.	Karnataka	19177	3863.4	19.75
9.	Kerala	3886	1122.3	28.62
10.	Madhya Pradesh	44284	15541.4	34.75
11.	Maharashtra	30776	6416.6	20.82
12.	Manipur	2236	1510.0	67.75
13.	Meghalaya	2249	947.7	38.02
14.	Nagaland	1653	288.3	17.42
15.	Orissa	15573	5996.3	43.44
16.	Punjab	5036	264.2	4.83
17.	Rajasthan	34222	3109.2	10.20
18.	Sikkim	730	265.0	35.02
19.	Tamil Nadu	13007	2179.1	16.75
20.	Tripura	1048	639.6	56.58
21.	Uttar Pradesh	29441	5126.7	17.46
22.	West Bengal	8785	1183.0	13.48
23.	Andaman & Nicobar Island	829	714.4	86.13
24.	Arunchal Pradesh	8358	5174.0	61.67

1	2	3	4	5
25.	Chandigarh	11	—	Neg.
26.	Dadra & Nagar Haveli	49	20.2	40.82
27.	Delhi	149	Nil	Neg.
28.	Goa Daman & Diu	381	99.4	27.56
29.	Mizoram	2109	713.0	33.81
30.	Pondicherry	48	—	—
31.	Lakshdweep	3	—	—
		328778	74872.5	22.73

Voluntary Agencies to be Associated with Redressal of Public Grievances

1454. SHRI H. N. NANJE GOWDA Will the PRIME MINISTER be pleased to state :

(a) whether Union Government has drawn up a scheme under which voluntary agencies will be associated with redressal of public grievances requiring immediate attention, in the interest of improving the quality of administration;

(b) if so, what guidelines have been issued to the State Governments in this regard; and

(c) the names of voluntary agencies in Delhi which have come forward for the said task ?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI P. CHIDAMBARAM) : (a) A proposal to involve voluntary agencies in the redress of public grievances has been mooted recognising that voluntary agencies can act as protagonists of reform to guide & educate the people and to advise Government on reforms particularly at points of citizen-administration interface. Ministries have been requested to identify voluntary agencies with whom they would like to interact so that the Department of Administrative Reforms & Public Grievances can provide a forum where the Ministries and voluntary agencies can come together and suggest measures for reforms.

The process of identification of voluntary agencies has begun.

(b) No guidelines have been issued.

(c) None so far.

' Protection of Species and Ecosystem '

1455. DR. CHINTA MOHAN : Will the PRIME MINISTER be pleased to state :

(a) whether as per Tiwari Committee Report (1980) on Environment, the country has immense variety of natural living resources both of animal and plant origin;

(b) If so, how disappearing species and ecosystem are being protected; and

(c) whether genetic resources and natural ecosystem are now fully protected ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z. R. ANSARI) : (a) Yes, Sir.

(b) and (c) Steps have been taken to protect the endangered species and ecosystems. These include legislative measures, educational awareness programmes survey, study and research concerning endemic and threatened animals and plants, regulation of trade and commerce in endangered species of flora and fauna under the Con-

vention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) and institutional mechanisms.

—Under the Wild Life (Protection) Act, 1972, there are provisions for protection of flora and fauna of the country which lay down strict penalties for infringement. Wild Life and Forests Departments of State & Union Territories are furnished with technical expertise and guidelines/guidance in the conservation and protection of flora and fauna and in combating poaching.

—The Forest (Conservation) Act, 1980, ensures that no forest area is diverted to non-forest purposes without the prior approval of the Govt. of India.

—The States/Union Territories are advised to impose a moratorium on the felling of trees in “sensitive areas” at altitudes above 1000 metres.

—53 National Parks and 247 Wildlife Sanctuaries have been set up for protection of threatened species of plants and animals and their diverse habitats. 13 sites have been identified for designation as “Biosphere Reserves” in which a wide spectrum of living resources would be conserved in their natural state.

—Botanical Survey of India and Zoological Survey of India are engaged in the survey of flora and fauna and in the study of endemic and threatened plants and their conservation.

—National Bureau of Plant Genetic Resources is paying focussed attention to conservation of wild relatives of important crop plants.

—An All-India Coordinated Project on conservation of plant species through Seed Biology and Tissue Culture has been launched for conservation of endangered species, especially herbal drugs.

—Besides protection of forests, concerted measures have been adopted for planting of new forests and trees. Social Forestry, Farm Forestry, Desert Development, Soil Conservation and Eco-regenera-

tion programmes have been intensified. A National Wasteland Development Board has been set up.

—For conservation of ecologically sensitive areas such as wetlands and mangroves surveys have been undertaken for formulation of conservation plans.

—All new development projects are subjected to environmental impact assessment to minimise their effect on ecosystem.

Microprocessor Controlled System for Sugarcane, Textile and Paper Industry

1457. DR. SUDHIR ROY : Will the PRIME MINISTER be pleased to state :

(a) whether it is a fact that the sugarcane, textile and paper industries have already gone for the microprocessor controlled systems to improve productivity;

(b) if so, the improvement in production achieved after the introduction of the system. industry-wise details; and

(c) the number of workmen employed in these three industries before and after the introduction of the system industry-wise details ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) Microprocessor controlled systems have been introduced in very few industries in these sectors.

(b) and (c) In view of (a) above, it is not feasible at this stage to assess the impact of such systems towards improvement in productivity or on employment pattern in the sugarcane, textiles or paper sector industries.

Programme for Training of I.A.S Officers

1458. SHRI NARAYANCHOUBEY : Will the PRIME MINISTER be pleased to state :

(a) whether a large programme for the training of all the I. A. S. officers has been started this year, and if so, the details thereof;

(b) the number of officers to be trained, training institutes, training programmes rationale of the programmes, major subject content of training methodology and evaluation of training;

(c) whether there is any proposal to get this training programme in its totality evaluated by a specialised agency;

(d) the total cost of this training programme during 1985-86; and

(e) the reaction among the officials about the training programme ?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI P. CHIDAMBARAM): (a) Yes, Sir. These programmes are of 2 categories viz. 4 week training programmes and one week refresher courses. The four week programmes are intended for officers in 3 seniority groups viz. for officers of 8-9 years service with focus on Programme Implementation; for officers of 10-16 years Service with the thrust on Management Concepts and Decision Making; and for officers of 17-20 years service in Policy Planning and Analysis. The one week refresher courses are for all IAS officers. Each IAS officers would under go a one week refresher course every year in one of several identified specialisms and all IAS officers in the three seniority groups mentioned above are proposed to be covered by the 4 week programmes within the next three years.

(b) The total number of officers to be trained excluding those retiring) is approximately 3930. The names of training institutions undertaking this task in 1985-86 are given in the statement below.

The total number of training programmes to be conducted for the first cycle (October 1985 to June 1986) is 147 comprising 22 four week programmes and 125 one week courses.

The rationale of the 4 week training

programmes is to provide the requisite knowledge, skills and attitudinal inputs to the participants in the three seniority groups specified earlier. The rationale of the one week courses is to provide a kind of sabbatical to the officers concerned, to provide vertical communication among the participants whose seniority across the board would range from the sub Divisional Officer to the senior most levels and thus ensure interaction between those who formulate Policy and those who implement it, and to provide for experience sharing in Policy Planning and Programme Implementation among the participants who are drawn from several States.

The subject content of the 4 week training programmes in the three seniority groups is given in the statement-II below. The subject content of the one week refresher course is built round the specialism concerned. The evaluation of the programmes is done through a standardised questionnaire evolved by this Ministry which is partly structured and partly open ended where each participant furnishes his feedback relating to the course.

(c) There is no such proposal.

(d) The approximate cost of the training efforts during 1985-86 is Rs. 60.00 lakhs as provided in the Reserved Budget Estimates.

(e) The programmes have been generally well received and the feedback is positive.

Statement-I

1. List of State Training Institutions :

1. Administrative Training Institute, Ranchi.
2. Sardar Patel Institute of Public Administration, Ahmedabad.
3. Administrative Training Institute, Mysore.
4. Institute of Management in Government, Trivandrum.
5. Academy of Administration, Bhopal.
6. Maharashtra Institute of Development Administration, Pune,

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| 7. Gopa Bandhu Academy of Administration, Bhubaneswar. | 27. Indian Institute of Management, Ahmedabad. |
| 8. Punjab State Institute of Public Administration, Chandigarh. | 28. Indian Institute of Management, Calcutta. |
| 9. Harish Chandra Mathur Rajasthan State Institute of Public Administration, Jaipur. | 29. Indian Institute of Management, Bangalore. |
| 10. Administrative Training Institute, Calcutta. | 30. National Institute of Public Finance and Policy, Delhi. |

II. List of National/Central Training Institutions :

11. Administrative Training Institute, Nainital.
12. Institute of Public Enterprises, Hyderabad.
13. All India Management Association, Delhi.
14. Management Development Institute, Gurgaon.
15. Indian Institute of Technology, Delhi.
16. National Institute of Rural Development, Hyderabad.
17. Indian Institute of Public Administration, Delhi.
18. National Institute of Health and Family Welfare, Delhi.
19. Vaikunth Mehta National Institute of Cooperative Management, Pune.
20. National Labour Institute, Delhi.
21. Institute of Applied Manpower Research, Delhi.
22. National Institute of Educational Planning, Delhi.
23. Institute of Economic Growth, Delhi.
24. Tata Management Training Centre, Pune.
25. Administrative Staff College of India, Hyderabad.
26. Lal Bahadur Shastri National Academy of Administration, Mussoorie.

Statement-II

1. Course Content for 4 Week Programme on Programme Implementation

1. Environmental analysis, Experience sharing Interpersonnel skills, management of innovation
2. Project Management
3. Financial Management
4. Decision Making Techniques
5. Rural Development Programme :
—Rural Employment
—Individual Beneficiary Programmes
—Area Projects
6. Urban Management
7. Public Enterprises Management
8. Social Service Management Edn. Home, Water, Health.
9. Syndicate

II. Course Content for 4 Week Programme on Management Concepts and Decision Making

1. Functional Skills
Orgn. Behaviour
Finance
Marketing
Per. Mgt.
Materials
Maintenance
2. Management Techniques
Analytical aids in Decision Making
Project Management
MIS
Computerisation and Mgt. Game

- Quantitative Techniques**
Technological Forecasting
3. **Environment**
(Both National and International)
Economics
Socio-political
Technological
Public Policy and Process
Science and Technology
Policy
Legal and regulatory environment
Consumerism and Public interest
litigation
Environment and Ecology
Macro Problems of Productivity
 4. **Corp. Planning**
Strategic Management
MBO
Management of Change
Corporate Sec. responsibility
Professional Ethics
Panel Discussion
 5. **Project Work**
 6. **Others**
Lib. work
Films outside the schedule
Inaugural
Evaluation
Valedictory
Industry visits
9. **Regional and Linguistic basis of Indian Politics**
 10. **Input-Output Analysis for Planning**
 11. **Quantitative Aids to Decision-Making**
 12. **Organized Pressure Groups Influencing Industrial Policy**
 13. **Financial Analysis and Appraisal**
 14. **Social Cost Benefit Analysis**
 15. **Information System, Computers and Policy Making**
 16. **Corporate Information System-A demonstration**
 17. **Evaluation and Social Science Research**
 18. **Rural Development and Policies towards Poverty Alleviation**
 19. **Public Distribution System**
 20. **Conservation of Natural Resources with Special reference to Forests**
 21. **Textile Policy**

“Orissa” as a Special Category State

1459. SHRI K. PRADHANI : Will the Minister of PLANNING be pleased to state :

(a) whether the Orissa Government has since approached the National Development Council with the request that since Orissa has a larger concentration of Scheduled Tribes than many other States, the State may be declared as a special category State and allotted additional funds for its development and ;

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

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI A. K. PANJA) : (a) Yes, Sir. At the meeting of the National Development Council held on 8th-9th November, 1985, the Chief Minister of Orissa, did request for treating Orissa as a special category State.

III. Course Content for 4 Week Programme on Policy Planning and Analysis (A specimen)

1. **Introduction to Policy Science**
2. **Public Policy Making in India**
3. **Development Strategies and Planning**
4. **State and the Indian Political System**
5. **Ideology in Indian Politics**
6. **Structure of Indian Economy-Panel Discussion**
7. **National Income Analysis**
8. **Caste as a basis of Indian Policy Making**

(b) The Central assistance to the States for the Seventh Plan has been determined on the basis of Modified Gadgil Formula as approved by the National Development Council. The existing formula provides, inter-alia, for pre-emption of Central assistance for meeting the requirements of eight special category States, viz., Assam, Himachal Pradesh, Manipur, Jammu & Kashmir, Meghalaya, Nagaland, Sikkim and Tripura. The National Development Council has not made any change in the list of the special category States. However, Orissa receives special Central assistance (S.C.A.) for its tribal sub-plan, catering to its scheduled tribe population.

Tableau of Andhra Pradesh Government for Republic Day Parade

1460. SHRI BHATTAM SRIRAMA-MURTHY : Will the Minister of DEFENCE be pleased to state :

(a) whether the Tableau of Andhra Pradesh State Government for display during 1986 Republic Day Parade was not accepted by the Union Government ;

(b) if so, reasons therefor ;

(c) whether the Andhra Pradesh Government offered to make necessary alterations and changes as suggested by Union Government ; and

(d) if so, whether this was agree to ?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE, RESEARCH AND DEVELOPMENT (SHRI ARUN SINGH) : (a) to (d) The tableau proposed by the Andhra Pradesh Government on the theme "Archaeological transport-Nagarjuna Konda" was one of the 91 proposals received from State Governments/Union Territory Administrations/Central Government Ministries/Departments and Central Public Sector Undertakings for participation in the Republic Day Parade 1986. The Experts Committee set-up for selection of tableaux had suggested some modifications in the tableau which were carried out by the Andhra Pradesh Government. Despite the changes, the Expert Committee felt that the tableau could not clearly convey its basic theme to the lay viewers. The tableau could not, therefore, be included for participation in the Republic Day Parade 1986 on comparative merit.

Standards of Ambient Quality for Water Pollution

1461. SHRI D.B. PATIL : Will the PRIME MINISTER be pleased to state :

(a) the standards of ambient quality for water pollution in India ;

(b) whether the present standards of ambient quality for water pollution in India are lower in comparison to the standards of ambient quality for water pollution in U.S.S.R. and U.S.A. ; and

(c) if so, steps being taken by Government to improve the present standards of ambient quality for water pollution ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z. R. ANSARI):

(a) The standards of ambient water quality for drinking purposes are :

Parametres	Limits
PH	6.5—8.5
BOD	2 mg/litre
Dissolved Oxygen	2 mg/litre
Total coliform	50

(b) No, Sir.

(c) Does not arise.

Indo-Japan Collaboration in Electronics Items

1462. SHRI K. KUNJAMBU : Will the PRIME MINISTER be pleased to state :

(a) whether India favours collaboration with Japan in the manufacture of electronics items ;

(b) if so, the names of Japanese companies which have already finalised collaboration agreements with Indian firms ; and

(c) the details of items to be manufactured ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) Indian companies have been collaborating with Japanese companies.

(b) and (c) Details are given in the statement below .

Statement			
S. No.	Name of the Indian party	Name of the Collaborator	Item
1	2	3	4
Country : Japan			
1.	A.K. Mahubani, Madras	Shimizu Ceramics Co. Ltd.	Ceramic Disc Capacitors
2.	Ambalal Sarabhai Enterprises Limited, Baroda	Teikoko Tsushi Kogyo Co.	Radio Receivers/Radio Components
3.	Amphetronix Limited, Pune	Daiichi Danshi Kogyo	Dip Switches
4.	Andhra Elect. Ind. Associated Pvt. Limited, Chittoor	Gen Elect (Hongkong) Ltd.	Transistor Radios
5.	Andhra Elect. Ind. Associated Pvt. Limited, Chittoor	Gen Elect (Hongkong) Ltd.	Polyvaricon Gang Condensors
6.	Andhra Pradesh Ind. Dev. Corpn. Ltd, Hyderabad	Shinwa Tsuarshink Co. Ltd.	VHF/UHF Two Way Communication EQTP
7.	Arnif Ceratronics Limited, Patna	Siemssen & Co.	Ceramic Capacitors
8.	Asha Brothers Pvt. Ltd. Bombay	ACE Electronics Co.	PVC. Gang Condensors
9.	Automatic Electric Limited, Bombay	Origen El. Company Ltd.	Rectifiers
10.	B.P.L. Sanyo Private Ltd., Bangalore	Fujita Electric Work Ltd.	Video Decks for Betamax and VHS Systems
11.	Baroda Electronics Industries Pvt. Limited Baroda	Shin-El-Tushin Kogyo Co.	Fabrication of Eqpt. Req. for Manf. of Capa
12.	Bee Electronic Machines Pvt. Limited, Bombay	Join Inc Tokyo	Plain Paper Photo Copiers
13.	Bharat Capacitors Limited, Hyderabad	Japan Engineering Co. Ltd.	High Voltage Forming Processes
14.	Bharat Capacitors Limited, Hyderabad	Japan Engineering Co. Ltd.	High Voltage Aluminium Capacitors
15.	Bharat Electronics Limited, Bangalore	NEC	TV Transmission Equipment
16.	Bharat Electronics Limited, Bangalore	Nippon Electric Co. Ltd.	Ceramic Transmitting Tubes

1	2	3	4
17.	Bharat Electronics Limited, Bangalore	Nippon Electric Co. Ltd.	TV Picture Tubes
18.	Bhatty Mercantile Corporation, Bombay	Standard Radio Corpn.	Transistor Radios
19.	Bihar State Electronics Dev. Corpn Ltd., Patna	Shinwa Tsuarshink Co. Ltd.	Two-Way Comm. & Allied Equipment
20.	Bihar State Phar & Chemical Dev. Corpn. Ltd. Patna	Sienssen & Co.	Ceramic Capacitors
21.	British Physical Laboratories India Ltd., Bangalore	Nije Kohlen Kogya Co.	Internal Pace Makers
22.	Bush India Limited, Bombay	Central Machinery Exp.	Carbon Resistors
23.	Bush India Limited, Bombay	Nippon Chemical Condenser	Electrolytic Capacitors
24.	Bush India Limited, Bombay	Fuji Veriable Condenser	Variable Gang Condensors
25.	C.H. Krishnamurti Rao, Madras	Chldrine Engg. Corp. Ltd.	Anode Protection Devices
26.	Chopra Radio Electric Company, Bombay	Hitachi Limited	Transistor Radios
27.	Deccan Sefty Glass Works P. Limited, Calcutta	Kawaguchiko Seimitsu	Watch Crystals
28.	Deki Electronics Limited, New Delhi	Okaya Elect. Inds. Co.Ltd.	Plastic Film Capacitors
29.	Electronic Industries, Madras	Kimsho Trading Co. Ltd.	Gang Condensor
30.	Electronic Industries Corporation Pvt. Ltd. Calcutta	Kansonini of Japan	Electrolytic Capacitors
31.	Electronic Products, Thane	Tokyo Electric Co.	Carbon Film Resistors Metal Carbon Resistors
32.	Electronic Research Pvt. Limited, Bangalore	Sanyo Electric Co. Ltd.	Defection Components for Ctv.
33.	Electronics Consortium Pvt. Ltd., N. Delhi	Matsushita Electric Ind.	TV. Deflection Components
34.	Electronics Consortium Pvt. Limited New Delhi.	Matsushita Electric Ind.	Deflection Yokes for Ctv

35. Electronics Corporation of India Limited, Hyderabad	Nippon Electric Co. Ltd.	High Power Amplifier Systems
36. Electronics Corporation of India Limited, Hyderabad	Nippon Electric Co. Ltd.	Earth Station Antenne With Feed
37. Electronics India, Calcutta	Tokya Cosmos El. Co. Ltd.	Radio Components
38. Electronics Industries Pvt. Limited Baroda.	Nichinan Sangyo Co. Ltd.	Carbon Resistors
39. C.P. Electronics Limited, Bombay	Tokyo Kikal Sangyo Co. Ltd.	Hard Ferrites
40. Gravity Electrolock Co., Ahmedabad	Amane Corpn.	Attendance/Time Recorders
41. Gujarat Communication & Electronics Limited, Baroda	Sony Corpn.	Portable 3/4" VTR.
42. Gujarat Communication & Electronics Limited, Baroda	Fora Indl. Corpn.	Digital Time Base Correctors.
43. Hem Raj Kohli, Varanasi	Technico Company Ltd.	DC. Micro Motors
44. Hindeo Lighting Industries Pvt. Limited, Bombay	Takanushi Condensor Co.	Radio Components
45. Hindustan Machine Tools Limited, Bangalore.	Hitachi Maxel Limited	Miniature Button Type Batteries
46. Hyderabad Allwyn Limited, Hyderabad	Seiko Group	Analog Watches
47. Imperial Electric Mart, Delhi	Shizuki El. Works Co. Ltd.	Radio Capacitors
48. India Electronics Ltd., New Delhi	Akahane Electronic Corpn.	Carbon Film Resistors
49. Indian Plastic Limited., Bombay	Hayakawa Electric Co. Ltd.	Transistor Radio Sets Etc.
50. Indian Plastic Limited., Bombay	Riken Dengn Scizo Co. Ltd.	Carbon Film Resistors
51. Indian Plastic Limited., Bombay	Nippon Chemical Condensor	Electrolytic Capacitors
52. Indian Telephone Industries Limited, Bangalore	Tamura Electric Works	Telephone Dials

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| 53. | Indian Telephone Industries Limited, Bangalore | Kokusai Electric Co. | Multiaccess Rural Radio Systems. |
| 54. | Indian Telephone Industries Limited, Bangalore | Nec. | Fet Lownoise Amplifiers |
| 55. | Indian Telephone Industries Limited, Bangalore | Nippon Electric Co. Ltd. | Fm-Fom Communication Equipments |
| 56. | Int. Radios & Television Pvt. Ltd., Bombay | Medix International Corpn. | Electro-Medical Instruments |
| 57. | Intronix (Delhi) Pvt. Limited, New Delhi | Shimizu Ceramics Co. Ltd. | Ceramic Disk Capacitors |
| 58. | Ipitron Times Limited, Bhubaneshwar | Kwatake Electronics Co. | Aluminium Electrolytic Capacitors |
| 59. | K.T.B. Menon Madras | Tokushu Paper Co. Ltd. | Recorder Paper For Cardiograph, EEG etc. |
| 60. | Kel. Components Limited, Madras | Alpse Electric Co. Ltd. | Radio Comp. and Miniature Volume Controls Band Change switches. |
| 61. | Kerala State Electronics Dev. Corpn. Limited, Trivandrum | Hitachi Limited | M.P. Based Data Acquisition System. |
| 62. | Kerala State Electronics Dev. Corpn. Limited, Trivandrum | Murata Mfg. Co. Ltd. | Ceramic Capacitors |
| 63. | Kerala State Electronics Dev. Corpn. Limited, Trivandrum | Y.S. Porcelain Tubes | Ceramic Substrates |
| 64. | Kohinoor Implex Pvt. Limited, New Delhi | Victor Company | Audio Cassettes, Video Cassetts |
| 65. | Larsen & Toubro Limited, Bombay | Yaskawa Electric Mfg. Co. | Industrial Electronic Controls
Industrial Control Systems |
| 66. | Larsen & Toubro Limited, Bombay | Y.E. Data Inc. | Floppy Disc Drives |
| 67. | Laxsons Engg. & Electronics Pvt. Ltd. Bombay | Chino Works Limited | Chart Recorders. |

68.	Luxco Electronics, Allahabad	Rilumu Trading Co. Ltd.	Paper Cones
69.	Mahomed Ebrahim & Co. Limited, Madras	Katoka Electric Co. Ltd.	Variable Gang "Controls"
70.	Morris Electronics Ltd, Pune	Hitachi Metals Ltd.	Hard Ferrite Magkits
71.	Murgarpa Electronics Ltd., Madras	Okjra & Co. Ltd.	Audio Magnetic Tapes
72.	Murphy India Limited, Thane	Matsubishi Electric Corpn.	Cermet Type Variable Resistors
73.	Murphy India Limited, Thane	Ikjiri Elect. Co. Ltd.	Tape Recording/Erasing Heads
75.	Orissa State Electronics Dev. Corpn. Bhubaneshwar	Tokyo Cosmos El. Co. Ltd.	Cermet Variable Resistors
75.	Padma Electronic Ind. Pvt. Ltd., Tiruchirapalli.	Japan Engg. Co. Ltd.	Tuning/Recording/Batt Level Indicators
76.	Pandian Electric Ind. Pvt. Ltd., Madhurai, Tamilnadu	Japan Engineering Co. Ltd.	Polyester Film Capacitors
77.	Permanent Magnets Ltd., Bombay	Sumitomo Special Metals	Ferrites
78.	Punjab Display Devices Ltd., Chandigarh	Hitachi Limited	Colour TV Tubes
79.	Punjab Display Devices Ltd., Chandigarh	Hitachi Limited	Liquid Crystal Displays
80.	Punjab Wireless System Ltd., Mohali	Japan Radio Company	Radio Communication Equipment
81.	Quarmatic Time Industries, Bombay	Argofile (Japan) Limited	Quartz Timing Movements
82.	R.P. Khaitan-New Delhi.	Matsuhita Electric Inc. Co.	Electronic Components
83.	Remco, Bangalore.	Tokyo Shibaura Elect Co.	Radio Receivers
84.	Semiconductor Complex Limited, Mohali	Hitachi Limited	Modules o Digital El. Watches.
85.	Sintiron (India) Limited, Patna	Techreco Company Limited	Magnetic Heads
86.	Standard Electronics Ind. (GUJ). Pvt. Limited, Baroda.	Ueda Koa Denki	Carbon Potentiometers

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| 87. | T.P.G. Nambiar, Bangalore | Fukuda Medical El. Co. | Phono-Cardiographs |
| 88. | Tata Engg. & Locomotive Co. Ltd., Bombay | Nachi-Fujikoshi Corpn. | Numerically Cont. Special Machines |
| 89. | The Eastern Cacher Tea Co. Limited, Calcutta | Samsung El. Parts Co. | Deflection Yokes |
| 90. | Titanium Eqpt. & Anode Mfg. Co. Limited, Madras. | Chlorine Engg. Corpn. Ltd. | Anodic Cap Annunciation Systems |
| 91. | United Electrical Ind. Ltd., Quilon | Akahane Electronics Corpn. | Carbon Film Resistors |
| 92. | United Electrical Ind. Ltd., Quilon | Shin-El-Electronics Limited | Plastic Film Capacitors |
| 93. | Universal Electrics Limited, Calcutta | Matsubishi Electric Corpn. | Measurand Convertors |
| 94. | Universal Comtronics Pvt. Ltd., New Delhi | Tokyo Electric Co. | Electronic Typewriters |
| 95. | Uptron Communications & Instruments Limited, Lucknow. | Pujitsu Ltd. | Single Multiplex Telecom System |
| 96. | Usha Electronics India Pvt. Ltd., New Delhi | Japan Engg. Co. Ltd. | Plastic Film Capacitors |
| 97. | Waco Radio Electronics Ind. Bombay | Sanyo Electric Co. Ltd. | Transistor & Valve Type Radios |
| 98. | Webel Carbon & Metal Films Resistors Limited, Calcutta | Klamaya Electric Co. Ltd. | Carbon/Metal Film Resistors |
| 99. | Webel Sen Capacitors Ltd, Calcutta | Shin-El-Tushin Kogyo Co. | Aluminium Electronic Capacitors |
| 100. | Wireless Manufacturers (I), Bombay. | Ashide Sound Co. Ltd. | Loud Speakers. |

Employment of Service Officers in D.G.I.

1463. SHRI AJIT KUMAR SAHA : Will the Minister of DEFENCE be pleased to state :

(a) when was the Defence Quality Assurance Service Cadre formed;

(b) the aim of forming this cadre;

(c) whether service officers are still employed in the DGI organisation to give their user experience; and

(d) if so, reasons for employing service officers in Administration and Civil trade inspection duties ?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND DEFENCE SUPPLIES (SHRI SUKH RAM) : (a) and (b) Group 'A' posts of the erstwhile Defence Science Service cadre earmarked for the Directorate General of Inspection (DGI) were encadred into a separate service known as Defence Quality Assurance Service in 1979. The aim of this cadre is to provide the civilian component of officers required for Quality Assurance of equipments and stores inducted into the Army and Navy (except Naval Armaments).

(c) Yes, Sir. A component of Service officers in the DGI is considered essential to provide the necessary user experience in addition to their technical and administrative experience.

(d) A High Powered Committee formed in 1982 made recommendations, on the basis of functions and job content of each post in the DGI Organisation, regarding bifurcation of the officers posts in the DGI Organisation between Service and Civilian officers. These have been accepted and implemented by the Government. Some Service officers are allocated for administration and Trade Inspection Duties, as per recommendations of the Committee. Service officers are necessary in administration to deal with staff and administrative matters of Services Officers and staff in the DGI Organisation. In the 'Civil Trade Inspection' the user experience of the Service Officers is relevant.

Deficiencies in EME

1464. PROF. RAMKRISHNA MORE : Will the Minister of DEFENCE be pleased to state :

(a) whether it is a fact that the army career particularly in the technical cadre has not been attracting the young men and that 20 to 25 per cent deficiencies exist in the Corps of Electrical and Mechanical Engineers (EME) in the officers cadres;

(b) if so, the reasons for the declining interest among the young men in the army career and for the deficiencies existing in the Corps of Electrical and Mechanical Engineers Cadre; and

(c) steps contemplated by Government to motivate youngmen by making the army career attractive ?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE RESEARCH AND DEVELOPMENT (SHRI ARUN SINGH): (a) to (c) It is not correct to say that army career is not attracting young men. The courses at the National Defence Academy and the Indian Military Academy are fully subscribed. There is also no dearth of candidates aspiring to join the various technical cadres in the armed forces. However, there is some deficiency in the intake of various technical cadres due to these aspirants not coming up to the prescribed standards. The terms and conditions of service are being reviewed constantly to make improvements therein. Wide publicity through the Press, audio-visual media and information brochures is given for projecting the true image of service in the armed forces and for attracting suitable eligible youths to join the armed forces. In order to attract technical personnel in the armed forces, various educational institutions are being visited from time to time by senior service officers. Two cadre reviews have been carried out to improve the promotional avenues of officers including the technical cadres. The Fourth Pay Commission is also considering improvement in the terms and conditions of armed forces personnel.

Visit of US President

1465. SHRI SATYENDRA NARAYAN SINHA : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the President of the United States will be visiting this country;

(b) if so, whether the issue of continued US arms aid to Pakistan will be discussed with the US President ; and

(c) what other issues will be considered for discussion during this visit ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K.R. NARAYANAN) : (a) The President of United States has been invited to pay an official visit to India. The President has accepted the invitation, but the dates for the visit have not been finalised as yet.

(b) and (c) The two leaders would discuss regional and international issues as well as matters of bilateral interest to either side.

Hill Areas Development Programme in Rajasthan

1466. PROF. NIRMALA KUMARI SHAKTAWAT : Will the Minister of PLANNING be pleased to state :

(a) whether Government intend to give special assistance to Rajasthan Government under Hill Areas Development Programme in order to enrich again the Aravali hilly regions afforestation for environmental improvement and if not whether there is any other scheme to maintain the natural balance; and

(b) whether there is any proposal to include Hill Areas Development Programme in the plan in order to face Rajasthan ?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI A.K. PANJA) : (a) and (b) The coverage of Hill Area Development Programme (HADP) does not at present include the Aravali hill regions of Rajasthan. However, the claim

of the Government of Rajasthan for inclusion of Aravali ranges under HADP is under examination by the National Atlas & Thematic Mapping Organisation, Calcutta in the light of the recommendations of the Working Group on Hill Areas.

In any event, out of 11 districts of Aravali ranges in Rajasthan, 10 districts are fully or partially covered under the special area development programmes like Tribal Development or Desert Development and are receiving Special Central Assistance under either of the two. The drought and famine conditions can be tackled through the much larger resources of the State Plan which should provide thrust to anti-drought and ecological programmes, particularly through massive afforestation.

Passport Office at Kurukshetra

1467. SHRI DHARAM PAL SINGH MAUIK : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether there is any proposal under the consideration of Government to set up a passport office in Kurukshetra in Haryana State; and

(b) if so, the time by which it will start functioning ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K.R. NARAYANAN) : (a) No, Sir.

(b) Does not arise.

Freedom Fighters Pension Cases

1468. SHRI D.K. NAIKAR : Will the Minister of HOME AFFAIRS be pleased to state :

(a) number of cases for grant of freedom fighters' pensions pending from Karnataka State from 1983 till date;

(b) how many of them are pending for want of information from the State Government; and

(c) when these cases will be disposed of ?

THE MINISTER OF HOME AFFAIRS (SHRI S.B. CHAVAN) : The information for the State is as under :

(a) As on 31.12.1983	: 5855
31.12.1984	: 3768
31.12.1985	: 2640
31.1.1986	: 2378
(b)	: 1837

(c) These cases will be disposed of as soon as possible after the verification reports are received from the Government of Karnataka.

Designing of Train Protection System for Victoria Underground Railway

1469. **SHRI HAROOBHAI MEHTA:** Will the PRIME MINISTER be pleased to state :

(a) the progress made by the Electronics Corporation of India Limited, in the matter of design and development of cab signalling and Automatic Train Protection Systems for victoria underground Railways;

(b) whether the system has been supplied to Railways or Calcutta Metro; and

(c) if not, the reasons for non-supply of the system ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) Electronics Corporation of India Limited is not making any Cab Signalling & Automatic Train Protection systems for Victoria Underground Railway.

(b) An Automatic Train Protection System developed in close co-operation with the Metro Railway, Calcutta, has been supplied to the Metro Railway.

(c) Does not arise.

Rifle with Telescopic Sight

1470. **SHRI TARIQ ANWAR :** Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether A. 2 rifle with telescopic sight was found at the Palam Airport on Feb. 7, 1986;

(b) whether it was intended for a major crime at the airport or it was to be despatched to some one;

(c) whether there was ammunition i.e. cartridge also therein;

(d) whether an enquiry was made to ascertain the fact; and

(e) if so, finding thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF INTERNAL SECURITY (SHRI ARUN NEHRU) : (a), (d) and (e) : One .22 bore rifle with telescopic sight was found on Feb. 6, 1986 in the domestic departure hall of the Delhi Airport. Investigations have shown that this was left behind inadvertently by a passenger.

(b) and (c) No, Sir.

Atomic Power Plant at Kakrapar

1471. **SHRI RANJITSINGH GAEKWARD :** Will the PRIME MINISTER be pleased to state :

(a) whether Atomic Power Plant is proposed to be set up at Kakrapar in Gujarat;

(b) its generating capacity;

(c) the time by which the Atomic Power Plant at Kakrapar likely to be commissioned; and

(d) whether proper safety measures are being taken ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY & IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) Yes Sir.

(b) The station consists of two units of 235 MW each.

(c) The two units are expected to be commissioned during 1990-91 and 1991-92 respectively.

(d) Yes, Sir.

Restoration of suspended cases of Swatantrata Sainik Samman Pension of Assam

1472. SHRI SUDARSAN DAS : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether Government have restored Swatantrata Sainik Samman pension to 700 persons of Karimganj and Cachar District of Assam out of 1774 cases suspended in 1975 and later cancelled by the Ministry of Home Affairs;

(b) whether Government of Assam have recommended some more cases for restoration; and

(c) if so, the number of pension cases so far restored, number of cases pending consideration and the basis on which the cases for restoration are being considered ?

THE MINISTER OF HOME AFFAIRS (SHRI S.B. CHAVAN) : (a) The Government of India have restored Swatantrata Sainik Samman Pension in 521 cases of 1774 cases where pension was suspended in 1975 and later cancelled.

(b) and (c) In addition to 521 cases where pension has been restored on the recommendation of the Government of Assam, the State Government had recommended restoration of pension in 5 more cases. These 5 cases are pending decision for want of certain clarifications sought from the State Government. Restoration of pension is done on the basis of State Government's recommendation and subsequent scrutiny of the documents produced in the Home Ministry.

Liberalisation of Visa Rules Between India and Pakistan

1473. SHRIMATI PATEL RAMABEN RAMJIBHAI MAVANI : Will the

Minister of HOME AFFAIRS be pleased to state :

(a) whether there has been any parley between Pakistan and India for the liberalisation of visa rules and procedures;

(b) if so, the details thereof;

(c) the action taken in the matter; and

(d) number of visas issued from both the sides in each month during 1985 and in January, 1986 ?

THE MINISTER OF STATE IN THE DEPARTMENT OF INTERNAL SECURITY (SHRI ARUN NEHRU) : (a) to (c) Yes, Sir. The matter is under examination.

(d) : A statement indicating the total number of visas issued for Pak nationals by our Missions in Pakistan is given below. The visas for Indians going to Pakistan is granted by the Pak Missions in India for which no information is available.

Statement

Month	No. of visas issued
January, 1985	4825
February, 1985	4946
March, 1985	10,476
April, 1985	11,345
May, 1985	9719
June, 1985	8628
July, 1985	11,023
August, 1985	9856
September, 1985	13,144
October, 1985	15,386
November, 1985	13,488
December, 1985	15,355
January, 1986	13,031

**Recommendations Made at Manali
Meeting of Northern Zonal Council**

1474. PROF. NARAIN CHAND PARASHAR : Will the Minister of HOME AFFAIRS be pleased to state :

(a) the main recommendations made at the meeting of the Northern Zonal Council held at Manali in Himachal Pradesh in October, 1985 and the action taken by Government of India thereon as related to the Centre; and

(b) the likely date by which the decisions taken by the Council would be implemented by the respective States concerned ?

THE MINISTER OF HOME AFFAIRS (SHRI S. B. CHAVAN) : (a) : A number of issues relating to economic and social development in the region were discussed. These included development of power projects, allocation of power, expansion of Radio/TV network, promotion of industries in backward areas, problem of inter-State migrant workmen, control of Malaria etc. Action on the recommendations made by the Council is taken by the concerned Central Ministries/ Planning Commission and State Governments.

(b) The Council is an advisory body whose recommendations/ suggestions are invariably considered by the State Governments for taking further action.

Firing Practice Range in Himachal Pradesh

1475. PROF. NARAIN CHAND PARASHAR : Will the Minister of DEFENCE be pleased to state :

(a) whether Government have decided to acquire land for building 'firing practice range' in Pambra and other villages in Una District of Himachal Pradesh;

(b) if so, the area proposed to be acquired for this purpose in each village and the likely date by which it would be acquired;

(c) whether any representation has

also been received from the people for the total acquisition of the villages and not part acquisition so as to keep their proper rehabilitation in view; and

(d) if so, the decision of Government in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE, RESEARCH AND DEVELOPMENT (SHRI ARUN SINGH) : (a) to (d) A proposal to acquire land in some villages of District Una is in a preliminary stage. No decision in the matter has been taken by Government.

Rocket Testing Range at Baliapal(Orissa)

1476. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of DEFENCE be pleased to state :

(a) whether in spite of recommendations to locate the rocket testing range in a less populous area, Government have decided to locate the same at Baliapal (Orissa) which is said to be thickly populated;

(b) if so, reasons therefor;

(c) how many families are going to be affected thereby; and

(d) Government plans to compensate/rehabilitate them ?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE RESEARCH AND DEVELOPMENT (SHRI ARUN SINGH) : (a) A National Range is proposed to be set up in coastal area of Balasore District in Orissa. The acquisition of area for the Range will be the minimum essential to reduce the population likely to be displaced, keeping in view the technical, operational and safety requirements.

(b) Balasore coastal area is the only suitable site in the country for setting up such a critically vital range facility.

(c) The number of families likely to be affected will be known only after detailed survey.

(d) Adequate compensation will be paid for the land and other assets when acquired. Plans are now being worked out not only for rehabilitation of the displaced families but also set up a number of institutions that could transform this region industrially.

Assessment of Fluctuations in Rainfall

1477. Dr. B. L. SHAIKESH : Will the PRIME MINISTER be pleased to state whether any attempt has been or is being made to assess year-to-year fluctuations in rainfall on an all India basis and examine its utility ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE, (SHRI SHIVRAJ V. PATIL) : Yes, Sir. A large number of studies have been conducted by the Meteorologists to assess the year-to-year fluctuations in rainfall. This information is being used to understand the nature of Indian monsoon and its relationship with other large scale ocean and atmospheric phenomena.

Joint Ventures in Electronics

1478. SHRIMATI JAYANTI PATNAIK : Will the PRIME MINISTER be pleased to state :

(a) whether there is good scope for Indo-Singapore joint venture in electronics;

(b) whether efforts have been made by Government of India and the Government of Singapore to establish joint ventures in electronics; and

(c) if so, the steps taken by both the Governments in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) Yes Sir.

(b) and (c) While there are no direct efforts at Government level of the two countries, the trade development agencies, industry associations and individual entrepreneurs have established good contacts with their respective counterparts. A seminar on "Market opportunities for Electronics in India" was organised in Singapore in October, 1985. This was followed by a visit of an Electronics delegation from Singapore in December, 1985.

Amount for Atomic Power Plant

1479. SHRIMATI JAYANTI PATNAIK :

DR. KRUPASINDHU BHOI :

Will the PRIME MINISTER be pleased to state :

(a) the amount earmarked towards the establishment of the new Atomic Power Stations in the Seventh Plan; and

(b) the other steps taken in regard to the setting up of these plants ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) Rs. 1410 crores have been earmarked during the Seventh Plan for atomic power projects.

(b) Action has been initiated for selection of additional sites for Atomic Power Stations to be started during the Seventh Plan.

Indians Killed in Iran-Iraq war

1480. SYED SHAHABUDDIN : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the number of Indians killed in the Iran-Iraq war.

(b) the number of Indians repatriated to India from the war zone; and

(c) whether any compensation has been paid by the Governments of Iran and Iraq for the loss of life and property suffered by Indians ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K.R. NARAYANAN) : (a) According to the latest information a total of 22 Indians have died so far as a result of the Iran-Iraq war since its beginning. Of these, 18 deaths occurred before end of 1985, while 4 Indians died in February 1986 as a result of attack on a Greek registered ship in the Gulf.

(b) It has not become necessary to repatriate any Indian national so far during this year.

(c) Iraqi Government paid compensation to 7 Indian nationals killed in Basra in September, 1980. The question of compensation in the rest of the cases of death have been handled directly by the Shipping Companies concerned with the next of kin as per the employment contracts. The compensation cases of 4 persons who died last month have been taken up by our Mission with the concerned shipping company. Exact details of loss of property suffered by Indian nationals or companies are not available.

Denudation of Forest

1481. SHRI P. R. KUMARAMANGALAM : Will the PRIME MINISTER be pleased to state :

(a) whether forest cover has dwindled to less than 10 per cent as against 25 per cent laid down under Forest Policy ;

(b) whether this information has been provided now by satellite information unit at Dehradun ; and

(c) whether Government would book this unit up with computers to ensure correct and timely information and monitoring ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z. R. ANSARI) : (a) The registered area of forests in the country is 22.73 percent of the total geographical area as against 33-1/3% laid down in the National Forest Policy. The actual area with tree cover has been assessed

as only 14.19% as per analysis of satellite imagery for 1980-82.

(b) This information was provided by National Remote Sensing Agency, Hyderabad.

(c) Government propose to make use of computers for forest survey work, using remote sensing techniques.

Satellite Launching Stations at Kerala

1482. SHRI SURESH KURUP : Will the PRIME MINISTER be pleased to state :

(a) whether ISRO has not considered Kerala as a suitable place for establishing further satellite launching stations; and

(b) if so, the reasons thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) and (b) The selection of a suitable place for establishing satellite launching stations is based on various considerations, which include, the locations, area of land which is free of regular population, and most importantly, certain technical constraints such as launch safety, launch trajectory realisation and launch window constraints. There are no plans as of now to establish a satellite launching station in Kerala. The main satellite launching station of ISRO already exists at Sriharikota in Andhra Pradesh.

Legislation on Manufacture, Import and Disposal of Hazardous Substances

1483. SHRI B.V. DESAI : Will the PRIME MINISTER be pleased to state :

(a) whether a comprehensive legislation on manufacture, import, use, distribution and disposal of Hazardous substances is likely to be introduced in the Parliament;

(b) if so, the main objects of the proposed legislation;

(c) to what extent the hazards will be minimized by the chemical and product uses; and

(d) if so, to what extent the Tiwari Committee's recommendations have been implemented ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) : (a) Yes, Sir.

(b) The main objective of the legislation will be to reduce risks to human health and environment.

(c) The proposed legislation inter-alia aims at undertaking long range measures to control ill-effects of hazardous substances. Control of such hazardous substances from manufacture/import to ultimate disposal will reduce adverse impact on environment and on health of humans, animals or plants.

(d) The proposed legislation will take the Tiwari Committee's recommendations on toxic chemicals control fully into account.

Projects Languishing for Want of Adequate Fund Allocation

1484. PROF. NARAJN CHAND PARASHAR : Will the Minister of PLANNING be pleased to state :

(a) whether large number of on-going projects like new railway lines, national highways, hydel generation projects etc. taken up in the Sixth Plan are languishing for want of adequate fund allocation;

(b) if so, the names of projects, costing over Rs. 10 crore in each of above sectors, in each State and steps taken by Government to ensure speedy construction of these projects;

(c) if not, whether any priority is proposed to be given to these projects in the Seventh Plan to ensure their completion; and

(d) if not, the reasons therefor and strategy of Government for ensuring balanced economic development of backward regions in view of the recommendations of national Committee for development of Backward areas, set by Planning Commission ?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI A. K. PANJA) : (a) and (b) No, Sir. There are only two national high-way on-going projects costing over Rs. 10 crores, and these are making progress, and are not languishing for want of funds. Regarding railways lines, there are 14 on-going projects which were taken up during the Sixth Plan. In the Seventh Plan, priority has been accorded to completion of project-oriented lines, strategic lines and lines in the North Eastern Region. In hydel generation, there are 17 projects which are continuing from the previous Plan periods into the Seventh Plan. However, performance of these projects shows that for 11 out of these 17 projects, the States could not utilise fully the approved outlays for 1980—84 in respect of these projects. Hence, lack of adequate funds cannot be ascribed as the reasons for non-completion of these projects.

A Statement listing the above mentioned projects is given below.

(c) The Seventh Plan gives priority to completion of essential on-going projects which add to the capacity of the system, and provision of funds made to complete all such projects/schemes in the Plan period as far as is possible.

(d) The strategy for ensuring balanced economic development is contained in the Seventh Plan document (Page 44, Vol. I) which has already been placed on the Table of the House.

Statement

On Going projects costing over Rs. 10 crores taken up during the Sixth Plan

National Highways

1. Pamban Bridge—Tamil Nadu
2. Krishna Bridge—Andhra Pradesh

Railway Lines

1. Motumari—Jaggayapetta
2. Bhuj—Naliya
3. Kota—Neemuch
4. Talchar—Sambalpur
5. Koraput—Rayagada
6. Karur—Dindigul—Maniyachi—Tuticorin—Tirunelveli
7. Jammu—Udhampur
8. Nangal Dam—Talwara & taking over Mukerian Talwara siding
9. Construction of Rail-cum-Road bridge across Brahmaputra at Jogighopa along with a BG line from Jogighopa to Gauhati.
10. Chitradurg—Rayadurg
11. Alleppey—Kayankulam
12. Eklakhi—Balurghat
13. Mathura—Alwar
14. Adilabad—Pimpalkoti

Hydel Generation Projects :

- *1. Western Yamuna Canal, Haryana
- *2. Andhra H.E. Project, Himachal Pradesh
3. Mahi Bajaj, (Rajasthan)
- *4. Kadana, (Gujarat)
5. Pench, (M.P./Maharashtra)
- *6. Tillari, (Maharashtra)
- *7. Bhira Tail Race, (Maharashtra)
- *8. Balimela DPH, (Andhra Pradesh)
9. Idmaleyar, (Kerala)
- *10. Kakkad, (Kerala)
11. Servalar, (Tamil Nadu)
- *12. Kadamparai PSS, (Tamil Nadu)
13. Rangali, (Orissa)
- *14. Upper Kolab, (Orissa)
- *15. Ramman, (West Bengal)
- *16. Panchet Hill, (DVC)
17. Lower Borpani, (Assam)

*Projects whose approved allocations for 1980-84 could not be utilised fully by the States.

Central Assistance to Tripura for Welfare of Handicapped

1485. SHRI AJOY BISWAS : Will the Minister of WELFARE be pleased to state the total amount of Central assistance provided to the State of Tripura for the welfare of physically handicapped during the Sixth Five Year Plan ?

THE DEPUTY MINISTER IN THE MINISTRY OF WELFARE (SHRI GIRIDHAR GOMANGO) : The total amount of Rs. 2,54,081.00 was provided as Central assistance to the State of Tripura for the Welfare of Physically Handicapped during the Sixth Five Year Plan under the following schemes :

- (i) Scheme of Scholarships for disabled persons Rs. 1,74,500.00
- (ii) Assistance to the Organisation for the Welfare of disabled persons. Rs. 79,581.00

Afforestation Programme

1486. SHRI MANIK REDDY : Will the PRIME MINISTER be pleased to state :

(a) the total number of trees planted under the afforestation programme during Sixth Five Year Plan period, State-wise;

(b) the estimated percentage of survival of these plantations;

(c) the total expenditure on staff and inputs separately ;

(d) the real impact of this on afforestation; and

(e) whether percentage of forest land has increased in the country ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z. R. ANSARI) : (a) The information is given in the Statement below.

(b) The survival percentage in the plantations raised by the State/U.T. forest Departments is estimated to be between

50 to 60%. It is not possible to give survival percentage of trees planted by farmers and other agencies/ institutions.

(c) The expenditure on this programme in the Sixth Five Year Plan is Rs. 926 crores. This break-up on staff and inputs separately is not readily available.

(d) This has stepped up farm forestry and

afforestation along roadsides, canalsides as also the creation of village woodlots. Awareness of the deforestation damage has also increased. Employment opportunities for the rural poor have increased.

(e) The percentage of forest land i.e. forest cover in the country has actually diminished in the past.

Statement

Statement showing Statewise number of seedlings planted (in lakhs) during the VI Five Year Plan period

Sl. No.	State/U.T.	Seedlings planted (in lakh Nos.)
1	2	3
1.	Andhra Pradesh	5830.61
2.	Assam	1487.12
3.	Bihar	4269.20
4.	Gujarat	10677.10
5.	Haryana	3648.08
6.	Himachal Pradesh	2064.12
7.	Jammu and Kashmir	925.66
8.	Karnataka	8294.05
9.	Kerala	2352.55
10.	Madhya Pradesh	12720.15
11.	Maharashtra	7673.79
12.	Manipur	384.53
13.	Meghalaya	314.62
14.	Nagaland	467.03
15.	Orissa	4299.89
16.	Punjab	2295.46
17.	Rajasthan	2300.29
18.	Sikkim	288.82
19.	Tamil Nadu	4958.87
20.	Tripura	648.55
21.	Uttar Pradesh	11240.20
22.	West Bengal	3188.00
23.	A. & N. Islands	340.77

1	2	3
24.	Arunachal Pradesh	511.87
25.	Chandigarh	12.90
26.	Dadra & Nagar Haveli	99.98
27.	Delhi	108.00
28.	Goa, Daman and Diu	86.80
29.	Lakshadweep	0.54
30.	Mizoram	1537.50
31.	Pondicherry	25.42

[Translation]

Carrying Night Soil on Head

1487. SHRI D.P. YADAVA :
SHRI R.S. KHIRHAR :
SHRI P.R. KUMARAMAN-
GALAM :

Will the Minister of WELFARE be pleased to state :

(a) the number of cities where the practice of carrying night-soil on the head is in vogue;

(b) the time by which Government expect to do away with this sub-human practice;

(c) the details of the scheme formulated by Government in this regard; and

(d) the details of the scheme to give alternative jobs to the persons rendered jobless after the abolition of this vocation ?

THE DEPUTY MINISTER IN THE MINISTRY OF WELFARE (SHRI GIRIDHAR GOMANGO) : (a) No such information is available in the Ministry of Welfare.

(b) No time limit can be specified to do away with this practice as it depends upon the availability of resources.

(c) Under the Centrally Sponsored Scheme of the Liberation of Scavengers programme of the Ministry of Welfare,

grant-in-aid is provided for converting dry latrines into sanitary ones in selective towns on 'Whole Town Approach' basis. 'Integrated Development of Small and Medium Towns' programme under the Ministry of Urban Development is also providing low-cost sanitation. This is in addition to similar schemes taken up by some of the State Governments in their State Plans.

(d) The State Governments are expected to provide alternative employment to the unemployed scavengers who are rendered unemployed on account of conversion of dry latrines. Special Central Assistance to Special Component Plans have been placed at the disposal of the State Governments for providing necessary training and employment.

[English]

Marine Park in Maharashtra

1488. PROF. MADHU DANDAVATE : Will the PRIME MINISTER be pleased to state :

(a) whether it is a fact that the proposal about the project of "Marine Park" at Malvan in the Shindhudurg district of the backward Konkan region of Maharashtra has been under examination;

(b) if so, the progress of this examination;

(c) whether Malvan is found suitable for such a project;

(d) the financial provision made for preliminary work of the "Marine Park"; and

(e) when the work is likely to be completed ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) : (a) and (b) It has been intimated by the State Government of Maharashtra that they have approved the project for the establishment of a Marine National Park at Malvan in the Sindhudurg district.

(c) Yes, Sir.

(d) The State Government have informed that no separate financial provision has been made specifically for the preliminary work of the marine national park. However, it has been intimated that the State Government can meet the expenditure from available funds.

(e) The techno-economic feasibility report is being got prepared by the State Government before implementation of the project. At present, it is not possible to indicate a time limit for completion of the work.

National Land Use and Wasteland Development Council

1489. SHRI LAKSHMAN MALLICK ; Will the PRIME MINISTER be pleased to state :

(a) whether Government have established a National Land Use and Wasteland Development Council under the Chairmanship of Prime Minister with Chief Ministers and Union Ministers enrolled as members;

(b) if so, the details regarding its programmes and other functions; and

(c) the details regarding the land in use at present and the total extent of waste land in India at present ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) : (a) Yes, Sir.

(b) The Council is the highest policy planning and coordinating agency for all issues concerning the health and scientific management of the country's land resources. It will oversee the work of the National Land Use and Conservation Board and the National Wastelands Development Board. Recommendations of these Boards, which involve larger policy issues, will be placed before the Council for decision.

(c) The existing land use data is reported to be as follows :

Classification	Area (Million/ah.)
1. Forests	67.42
2. Not available for cultivation	39.73
3. Other uncultivated land excluding fallow land.	32.08
4. Fallow land	23.05
5. Net sown area	142.00
Total reporting area for land utilisations.	304.28

According to the Ministry of Agriculture estimates, the extent of wastelands is approximately of the order of 175 m. ha.

Distinction Between Solar and Non-Solar Crystals

1490. SHRI HANNAN MOLLAH : Will the PRIME MINISTER be pleased to state :

(a) whether the customs authorities have facilities to distinguish solar and non-solar crystals;

(b) if so, details thereof; and

(c) whether solar crystals are being imported in the name of non-solar crystals and thereby Government are losing 40 per cent import duty ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) Custom laboratories do not

have inhouse facilities to distinguish solar and non-solar silicon crystals.

(b) Does not arise.

(c) Information is being collected.

Postage Stamp of SAARC Countries

1491. SHRI THAMPAN THOMAS : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether an Indian representative raised an objection to the publication of the postage stamp of the seven SAARC countries at the recently held Conference of SAARC at Dacca;

(b) if so, the details thereof; and

(c) whether it is a fact that the Pakistani stamp showed Kashmir as a separate territory ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K.R. NARAYANAN) : (a) to (c) Before the ceremony for the cancellation of commemorative stamps Indian delegation noticed some discrepancy in the stamps issued by some countries, including the depiction in Pakistani stamp of Jammu and Kashmir as a separate territory. This was immediately brought to the attention of Bangladesh authorities and consequently the ceremony was cancelled.

Identification of Technological Areas of High National Priority

1492. SHRI H.M. PATEL : Will the PRIME MINISTER be pleased to state :

(a) whether the work of the inter-departmental group established by the Technology Policy (Technology Policy Implementation Committee) has identified specific areas of high national priorities ;

(b) whether a report has been submitted by the working group on meaningful technology assessment, particularly imported technology and whether it has been examined by Government ; and

(c) if so, the areas identified by the Technology Policy Implementation Committee and the result of the assessment ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) The Technology Policy Implementation Committee had set up an Inter-Departmental Working Group for Identification of priority areas of high national priorities, in respect of which procedures would be simplified further to ensure timely acquisition of required technology. The Working Group is deliberating on this issue, and has not yet submitted the report.

(b) TPIC has constituted another Working Group on the issue of guidelines for technology assessment. This Working Group has submitted its report. The Technology Implementation Committee after due consideration of the report would make recommendations for appropriate further action.

(c) Does not arise in view of the above.

Passport Office at Trivandrum

1493. SHRI T. BASHEER : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether in Trivandrum, capital of Kerala, there is no passport office and there is only a passport Liaison Office ;

(b) whether there is any proposal under Government's consideration to upgrade the present Liaison Office to a full-fledged passport office to meet the requirement of people of South Kerala ; and

(c) if so, by what time the proposal is likely to be implemented ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K.R. NARAYANAN):

(a) Yes, Sir.

(b) No, Sir. Kerala has two full-fledged Passport Offices at Cochin and Kozhikode. Kerala has thus two Passport Offices and one Liaison Office which meet the essential requirements of the people of the State in respect of Passports.

(c) Does not arise.

Army Recruitment Racket

1494. SHRI T. BASHEER : Will the Minister of DEFENCE be pleased to state :

(a) whether Government's attention has been drawn to the news item "Racket in recruitment to army unearthed" appearing in Times of India, dated 7 January, 1986 ; and

(b) if so, the steps Government have taken to check this racket ?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE RESEARCH AND DEVELOPMENT (SHRI ARUN SINGH) : (a) Yes, Sir.

(b) Effective steps have been taken to check the identity of the individuals and the documents on the arrival of recruits at the Training Centres, so that cases of bogus recruitment are detected immediately. The Training Centres have also been told to hand over such bogus candidates to the Civil Police for investigation and render all possible assistance required by the Civil Police for further processing of such cases.

Illicit Arms Manufacturing in Delhi

1495. SHRI MANIK REDDY :
SHRI MAHEHDRA SINGH :
SHRI M. RAGHUMA REDDY :
SHRI SARFARAZ AHMAD :
SHRI SUBHASH YADAV :

SHRI KAMAL NATH :
DR. CHANDRA SHEKHAR TRIPATHI :

Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether Government's attention has been drawn to the press report appearing in the Times of India dated 14 January, 1986 wherein it has been stated that an illicit arms manufacturing racket has been unearthed in the Capital; and

(b) if so, whether any arrest has been made and the action being taken by Government in regard thereto?

THE MINISTER OF STATE IN THE DEPARTMENT OF INTERNAL SECURITY (SHRI ARUN NEHRU) : (a) Yes.

(b) On receipt of information, Delhi Police organised a raid & apprehended two persons for the sale of unauthorised weapons. The unauthorised arms and ammunition found in their possession have been seized. Two separate cases u/s 25/54/59 of Arms Act have been registered and investigations are on. The material seized has been sent to the Central Forensic Science Laboratory for expert opinion.

Indo-China Relations

1496. SHRI M. RAGHUMA REDDY :

SHRI SAIFUDDIN CHOWDHARY :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the progress made in regard to normalisation of the relations between India and China during last one year; and

(b) whether any special initiative is contemplated in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. R. NARAYANAN) : (a) Efforts to normalise and improve relations with the People's Republic of China were

continued during 1985. During the 6th Round of Official Level talks held between India and China in November 1985, both sides commenced substantive discussions on the boundary question. A settlement of the question of Indian Embassy property in Beijing was reached. Programmes of Cultural and Scientific and Technological exchanges in various fields of mutual interest were also finalised. A Trade Protocol between India and China was signed in November 1985.

(b) Considerable preparatory work requires to be done and a proper atmosphere conducive to a final settlement of the boundary question has to be created, before any special initiatives are undertaken.

[Translation]

**Construction of Kimtoli-Rosal Road
in Pithoragarh (U.P.)**

1497. SHRI HARISH RAWAT : Will the PRIME MINISTER be pleased to state :

(a) whether necessary approval has been accorded for the construction of the proposed Kimtoli-Rosal Road in district Pithoragarh (U.P.) under Forest Act;

(b) if so, when;

(c) whether the approval of Union Government is also necessary to acquire unmeasured land for this construction work under the said Act; and

(d) if not, whether this position has since been clarified to the concerned State Government ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) : Yes, Sir.

(b) On 23rd March, 1985

(c) & (d) Under the provisions of the Forest (Conservation) Act, 1980, the prior approval of the Central Government is required before any forest land is used for any non-forest purpose.

[English]

Implementation of 20-Point Programme

1498. SHRI AKHTAR HASAN :
SHRI MURLIDHAR MANE :
SHRI BANWARI LAL
PUROHIT :
SHRI GURUDAS KAMAT :
SHRIMATI JAYANTI :
PATNAIK :
SHRI S.G. GHOLAP :

Will the Minister of PROGRAMME IMPLEMENTATION be pleased to state :

(a) whether instructions have been given afresh by Union Government to the States to implement the 20-Point Programme effectively;

(b) if so, the reactions of the States in the matter; and

(c) whether the position regarding the implementation is reviewed at intervals with the respective States :

THE MINISTER OF PROGRAMME IMPLEMENTATION (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) No such instructions have been given by the Ministry of Programme Implementation.

(b) Does not arise.

(c) No, Sir. From time to time States' attention is drawn to the points in which performance is poor and to the need for taking effective steps for their speedy implementation.

Defence Production Units in Bihar

1499. SHRIMATI KISHORI SINHA : Will the Minister of DEFENCE be pleased to state :

(a) whether there are any defence production units located in Bihar;

(b) if so, their location and types of arms manufactured by them;

(c) whether any plans for their expansion diversification and/or modernisation have been included in the Seventh Five Year Plan; and

(d) if not, reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND DEFENCE SUPPLIES (SHRI SUKH RAM) : (a) and (b) M/s Garden Reach Shipbuilders and Engineers Limited have a Unit in Ranchi, Bihar which manufactures Diesel engines for marine application under licence. No arms are manufactured in this Unit.

(c) The Company has recently entered into a Licence Agreement with a West European country for the production, assembly and testing of more fuel efficient high speed Diesel Engines for both commercial and Naval applications. It is envisaged that the existing facilities at Ranchi would be modernised and the technologies upgraded by making marginal investments, where necessary.

(d) Does not arise.

Cancellation of Seminar on Nuclear Safety

1500. SHRI THAMPAN THOMAS : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that Government had requested the Federal Republic of Germany to cancel the Seminar on Nuclear Safety' scheduled to be held in Bombay in the first week of December, 1985;

(b) if so, the reasons thereof; and

(c) whether Government had withheld permission to any other foreign country also in holding Seminars of such type in the past; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K.R. NARAYANAN) : (a) Yes, Sir.

(b) Government received information that the Max Mueller Bhavan, Bombay was proposing to hold a Seminar on 'Nuclear Safety' from 2-4 December, 1985. The Max Mueller Bhavan is a purely cultural organisation. It has some offices in India, and its specifically assigned role is the teaching of the German language and dissemination of German culture. As the subject of the Seminar did not conform to this assigned role, the Embassy of the Federal Republic of Germany readily agreed to Government's suggestion that the Seminar be cancelled.

(c) and (d) Does not arise.

Closure of Tribal National Volunteers Training Camp

1501. SHRI AJOY BISWAS : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether Government have taken up with the Bangladesh Government the question of closing down the Tribal National Volunteers training camps in the Chittagong Hill Tracts and if so, the result thereof;

(b) whether Government have received a set of proposal from the Tripura Government suggesting measures to check Tribal National Volunteers infiltration and for effectively fighting their violent activities; and

(c) if so, the details of proposals and the reaction of Government thereto?

THE MINISTER OF STATE IN THE DEPARTMENT OF INTERNAL SECURITY (SHRI ARUN NEHRU) : (a) The Government has taken up with the Government of Bangladesh the question of closing down the training camps of Tripura National Volunteers in the Chittagong Hill Tracts area of Bangladesh. Their cooperation is expected.

(b) Yes, Sir.

(c) Broadly, the following proposals have been received from the Government of Tripura :

- (i) induction of additional para-military forces for anti-extremist operations and law & order;
- (ii) strengthening of border outposts;
- (iii) early construction of border roads.

The para-military forces in Tripura are being suitably augmented. A programme for strengthening the border outposts in the north-east has been approved. Construction of border roads is being taken up in stages.

Evaluation of Experience Gained by Scientists Sent Abroad

1502. SHRI SHANTARAM NAIK : Will the PRIME MINISTER be pleased to state :

(a) the number of young scientists sent on international travel by Government of India during Sixth Plan period, under the scheme "Promotion of Scientific Interest in Youth";

(b) whether Government have made any evaluation of their observation and experiences; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE, (SHRI SHIVRAJ V. PATIL) : (a) 132 (One Hundred and thirty two) :

(b) and (c) The scheme has given better opportunities to young scientists to interact with the international scientific community, thus providing them first hand experience of new developments in their fields of research. It is expected that this will enhance the scientific interest among the youth. The relevant information contained in the reports from the young scientists is disseminated amongst the scientific community.

[Translation]

Increase in Strength of Border Security Force

1503. DR. CHANDRA SHEKHAR

TRIPATHI : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether it is a fact that Government propose to increase the strength of Border Security Force;

(b) if so, the extent to which and the time by which its strength is proposed to be increased; and

(c) the additional expenditure likely to be incurred by the Government as a result of this increase?

THE MINISTER OF STATE IN THE DEPARTMENT OF INTERNAL SECURITY (SHRI ARUN NEHRU) : (a) Yes, Sir.

(b) It is proposed to increase the strength of the Border Security Force on the Indo-Pakistan and the Indo-Bangladesh borders, substantially over a five-year period starting from 1986-87.

(c) About Rs. 553,79 crores over the five-year period.

[English]

Setting up of National Environmental Management Institute

1504. SHRI DIGVIJAY SINH : Will the PRIME MINISTER be pleased to state :

(a) whether any provision has been made in the Seventh Five Year Plan for the setting up of a National Environmental Management Institute; and

(b) if so, the financial allocations made for this purpose so far ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z. R. ANSARI) : (a) No provision has been made in the Seventh Five Year Plan for the setting up of the National Environmental Management Institute.

(b) Does not arise.

Setting up of Biosphere Reserves

1505. SHRI DIGVIJAY SINH : Will the PRIME MINISTER be pleased to state :

(a) The 13 Biosphere Reserves proposed to be set up in the Seventh Five Year Plan; and

(b) the progress made in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) : (a) and (b) 13 potential sites have been identified for setting up of Biosphere Reserves in India. The sites are :

1. Nilgiri
2. Namdapha
3. Nokrek (Tura Range)
4. Nanda Devi
5. Uttar Khand
6. Gulf of Mannar
7. Sundarbans
8. Thar Desert
9. Mannas
10. Rann of Kutch
11. North Islands of Andamans
12. Kaziranga
13. Kanha

In the Seventh Five Year Plan period it is proposed to set up 3 or 4 Biosphere Reserves.

2. Project documents have been prepared for the following proposed Biosphere Reserves :

- (i) Nilgiri
- (ii) Namdapha
- (iii) Nanda Devi
- (iv) Nokrek
- (v) Uttar Khand

The first Biosphere Reserve is proposed to be set up in the Nilgiris, Action plans are being finalised in consultation with the State Govts. of Kerala, Tamilnadu and Karnataka.

Formation of Rehabilitation Council

1506. SHRI MOOL CHAND DAGA : Will the Minister of WELFARE be pleased to refer to reply given to Unstarred Question No. 6872 on 16 May, 1985 regarding setting up of Rehabilitation Council and state :

(a) whether a decision has been taken for forming a Rehabilitation Council;

(b) whether the proposal legislation will be introduced in the Parliament;

(c) whether any occupational and Physiotherapists have been taken in the Council;

(d) if not, the reasons thereof; and

(e) who are the other members taken in the Council ?

THE DEPUTY MINISTER IN THE MINISTRY OF WELFARE (SHRI GIRIDHAR GOMANGO) : (a) Yes, Sir. The Council has been set up through a Resolution.

(b) On the basis of experience gained, a legislation for replacing the Resolution would be considered in due course.

(c) No, Sir.

(d) These categories are not included in the Council at this stage.

(e) A statement regarding composition of the Council is given below.

Statement

The composition of the General Body of the Council shall be :

1. Chairman (to be nominated by the Ministry of Welfare).
2. Representatives from the Ministries of Welfare, Health, Labour, Finance and Department of Education.
3. Director General, Indian Council of Medical Research or his nominee .
4. Five representatives of State Governments (by rotation).

- 5- Five experts in the field representing each major disability group.
6. Secretary of the Council—Member Secretary.

The Composition of the Executive Body of the Council shall be :

1. Chairman to be nominated by the Government out of the Members of the General Body.
2. Representative of Ministry of Welfare.
3. Two experts in the field of Rehabilitation.
4. Financial Adviser or his representative.
5. Representative of Ministry of Labour.
6. Secretary of the Council Member Secretary.

Forest Cover in India

1507. SHRI MAHENDRA SINGH :

SHRI BANWARI LAL PUROHIT :

Will the PRIME MINISTER be pleased to state :

(a) the percentage of the area in India covered under forests as per the study undertaken through satellite by the Space department's 'National Remote Sensing Agency', Hyderabad and space Application Centre, Ahmedabad and the area in kilometers denuded of forests during the last 10 years;

(b) whether it is a fact that on the basis of said study about 19 per cent of the forests in Madhya Pradesh have been cut during the last 7 years and the forest which now exist form only about 20 per cent of the area in the State as against 38 per cent, as stated by the International Forests Congress in 1978; and

(c) the action being taken by Government on the basis of said study and the position of the forests in the country at present and seven years back ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z. R. ANSARI) : (a) The National Remote Sensing Agency (NRSA) Hyderabad had carried out a comparison of the forest cover as it existed during 1972-75 with that obtaining during 1980-82, based on satellite imagery for the relevant years. This has revealed that the forest cover in the country has gone down as under :—

Year	Extent under forest cover (in million hectares)	Percent forest area to total geographical area (%)
1972-75	55.52	16.89
1980-82	46.35	14.10
Estimated reduction	9.17	2.79

(b) According to the survey made by National Remote Sensing Agency, the Forest cover in Madhya Pradesh has gone down by 17 percent from 10.86 million ha. in 1972-75 to 9.02 million ha. in 1980-82. The present forest area of the State works out to 20.37 percent of the total geographical area of the State.

(c) The following action is being taken by the Government to control deforestation :—

- (i) Strict enforcement of Forest (Conservation) Act, 1980 requiring the State Governments to seek the prior approval of Central Government for diversion of forest area to non-forest purposes. Since the time of the enactment, the average rate of such diversion fell to about 6500 ha. per annum as against average 1.5 lakh ha. per annum previously.
- (ii) Strict enforcement of the Indian Forest Act, 1927 and of various other enactments to prevent unauthorised felling of trees.
- (iii) Elimination of the agency of contractors in the working of forests in most of the States.

- (iv) Setting up of National Wastelands Development Board with the object of raising 5 million ha. of plantation every year for fuel and fodder and enlisting people's cooperation therefor.
- (v) Creation of fuelwood reserve by undertaking massive tree plantations within and outside the forest areas.
- (vi) Taking up of intensive studies of the problems of grazing, encroachment and shifting cultivation with a view to find long-term solutions.

High Technology and Electronics Development Bank for Electronics Industry

1508. SHRI MAHENDRA SINGH : Will the PRIME MINISTER be pleased to state :

(a) whether the President of the Indo-American Chamber of Commerce, North India Council has called for setting up of a high technology and electronics development bank to promote the growth of indigenous electronics industry;

(b) if so, the broad features of the proposed electronics development bank; and

(c) the Government's reaction thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS & SPACE (SHRI SHIVRAJ V. PATIL) : (a) Yes, Sir.

(b) The above suggestion was given at a Seminar. Details of the features of the suggested development bank are not available as no written proposal has been received by the Department of Electronics so far.

(c) Does not arise in view of (b) above.

[Translation]

Atomic Power Generation

1509. SHRI DILEEP SINGH BHURIA : Will the PRIME MINISTER be pleased to state :

(a) the per unit cost of generation of atomic power;

(b) the target fixed in regard to the atomic power generation during the Seventh plan; and

(c) whether new atomic power generation plants will be installed to achieve the target ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) The rate of sale of electricity for the three Atomic Power Stations is as follows :

Tarapur Atomic Power Station	37.29 Paise/Kwh
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Rajasthan Atomic Power Station	35.49 Paise/Kwh
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Madras Atomic Power Station Unit-I	43.03 Paise/Kwh
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(b) and (c) The installed capacity of Nuclear Power Stations is targetted to reach 1700 MWe by the end of the Seventh Five Year Plan. To achieve this target, one unit of 235 MWe (MAPP-2) has already been commissioned in 1985 at Kalpakkam, Tamil Nadu and two units of 235 MW electricity each are to be commissioned at Narora, Uttar Pradesh, during the Seventh Plan period. In addition, as a part of 10,000 MWe nuclear power programme, two units of 235 MW electricity each are under construction at Kakrapar, Gujarat. Similarly, two units each of 235 MW electricity have been approved for setting up at Kaiga in Karnataka and Rawatbhata in Rajasthan.

Development of Forests in Desert Areas of Rajasthan

1510. SHRI BANWARI LAL BAIRWA : Will the PRIME MINISTER be pleased to state whether it is a fact that a special programme is being prepared for development of forests in the desert areas of Rajasthan; if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) : The Desert Development Programme has been launched in 11 desert districts of Rajasthan State. The following works are carried out under this programme :—

- (i) Sand-dune stabilisation and pasture development
- (ii) Village fuelwood and fodder plantations
- (iii) Silvipastoral plantations
- (iv) Mixed plantations
- (v) Shelter-belt plantations along roads
- (vi) Reforestation of degraded forests
- (vii) Canal bank plantations
- (viii) Farm forestry-distribution of seedling to farmers 95272 hectares have been planted and 2.62 million seedlings have been distributed under this programme.

[English]

Rise in Infiltration and Smuggling

1511. SHRI P.M. SAYEED : Will the MINISTER of HOME AFFAIRS be pleased to state :

(a) whether it is a fact that recently there has been an abrupt rise in infiltration and smuggling from across the border with Pakistan in Punjab, Rajasthan and Bangladesh border in the eastern sector;

(b) the number of such persons intercepted during the last 6 months with parti-

culars of smuggled goods recovered from them; and

(c) the steps taken to check such a large scale infiltration and smuggling ?

THE MINISTER OF STATE IN THE DEPARTMENT OF INTERNAL SECURITY (SHRI ARUN NEHRU) : (a) There is no report that there has been an abrupt rise in infiltration and smuggling, though a marginal increase was noted.

(b) 3,067 infiltrators were intercepted in Punjab and Rajasthan borders and 6,770 in Indo-Bangladesh border during the last 6 months. Heroin, opium, charas, gold, weapons, garments, electronic goods, beedi, betal leaves, cardamom, currency, precious stones etc. worth about Rs. 6.01 crores were recovered from them.

(c) The security forces on Indo-Pak and Indo-Bangladesh borders are on alert. Measures taken for strengthening surveillance along Indo-Pak and Indo-Bangladesh borders include : strengthening of BSF, establishing additional border outposts, construction of observation post towers and providing increased mobility to border patrols etc.

Transfer of Technology for Manufacture of Telecommunication Items

1512. KUMARI PUSHPA DEVI : Will the PRIME MINISTER be pleased to state :

(a) whether Government have identified some foreign firms for transfer of technology for manufacture of telecommunication items in the country;

(b) if so, the names of the companies and the countries from where such transfer of technology is proposed;

(c) whether Government propose to consider entrusting the task to some more companies, in their technology in the field of telecommunication products proves to be more advanced; and

(d) the progress made by the Indian manufacturing companies in the production

of telecommunication items during the Sixth Five Year Plan period ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) and (b) The Government have selected three foreign collaborators for the transfer of technology for Electronic PABX equipment and three other foreign collaborators for Electronic push button telephones. Details of the foreign collaborators and the country from where transfer of technology proposed are as follows :

EEPABX

- (i) Jeumont Schneider, France.
- (ii) OKI Electric Industry Co., Japan.
- (iii) GTE, Belgium.

Telephone Instruments

- (i) M/s Siemens AG, West Germany
 - (ii) M/s Ericsson Information Systems, Sweden
 - (iii) M/s ITT Face, Italy.
- (c) No Sir.

(d) During the Sixth Five Year Plan period, the production of telecommunication items has grown from Rs. 184 crores to Rs. 320 crores.

Computer System in Ministries

1513. SHRI INDRAJIT GUPTA : Will the PRIME MINISTER be pleased to state :

(a) what is the total number of computer systems installed in various ministries of the Central Government;

(b) what is the total cost of installing these computer systems;

(c) how many persons have been employed on these computer systems, break up ministry-wise;

(d) how many hours during a year these computer systems have worked since their installation; and

(e) what are the economic and other gains which have been obtained by the use of these computers ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) to (e) The information will be collected and laid on the Table of the Lok Sabha.

Licences to Kerala for Electronic Items

1514. SHRI V.S. VIJAYARAGHAVAN : Will the PRIME MINISTER be pleased to state :

(a) the number of licences issued to Kerala for manufacturing different electronics items during 1985;

(b) various concessions available to entrepreneurs for setting up electronics manufacturing units;

(c) whether adequate marketing arrangements exist at present for these products; and

(d) whether Government keep in view the market potential of various products while granting licences ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) During 1985, 27 Letters of Intent/Industrial Licences have been issued to units in Kerala for manufacture of different Electronic items.

(b) Details of concessions available to entrepreneurs in electronics are given in the Statement below.

(c) Yes Sir.

(c) Yes Sir, when granting licences capital goods exceeding Rs. 1 crore. which would call for an investment in

Statement

Financial Incentives Available for Electronic Industry

(i) General Incentives

- Depreciation allowance of 20% for electronics industry.
- Electronics industry included in Schedule IX of the Income Tax Act thereby enjoying certain tax benefits.
- Rationalized fiscal policies whereby providing raw materials and manufacturing equipment at the lowest cost.
- Import duty on plant and machinery for electronics industry is 25%.

(ii) Consumer Electronics

Excise Duty

- No excise duty on B/W TV sets upto screen size 36 cms.
- Excise duty of Rs. 300 for B/W TV sets (above 36 cms), Rs. 600 for 36 cms CTV sets and Rs. 900 for 51 cms CTV sets.
- 15% excise duty on tape recorders, two-in-one and calculators.
- No licence fee on TV receivers, radios, two-in-one, VCR etc. One time special excise duty of Rs. 100 on TV receivers (including 36 cm B/W TV sets).
- No excise duty on radio manufactured in small scale upto Rs. 165. Maximum excise duty on radios is 20%.
- No import of consumer electronic products is allowed except as personal baggage on which duty upto 235% is levied.

(iii) Computers

Excise Duty

- No excise duty on computers including CPU and peripherals.

Import Duty on Systems

- 200% duty on all systems imported under OGL.
- 60% duty on all systems cleared by DOE (including those costing less than Rs. 10 lakhs CIF).
- No import duty on certain advanced computers.

Import Duty on Peripherals/Parts of Peripherals

- 60% import duty on floppy disk drives, winchester drives, serial printers including dot matrix printers and daisy wheel printers.
- 25% import duty on line printers, paper tape readers, paper tape punches, card readers, magnetic drives etc.
- 5% import duty on parts (other than electronic components) for the manufacture of line printers, serial printers, terminals, magnetic drives, digitizers, etc.

Import Duty on Components for Computers

- 25% import duty on 4 electronic components (all types of LIS, connectors, PCBs above 6 layers and high resolution CRTS) imported for computers and computer peripherals devices.
- 75% duty on other electronic components.

Import Duty on Software

- No duty on software when imported in source code as printed matter on paper.
- 60% duty on software (both as source code or object code) imported on any other media (same as that for computer systems and peripherals),

(iv) Electronic Components**Import Duty on Components**

- 75% import duty on most of the components.
- 25% import duty on 4 components (LSI, connectors, PSB above 6 layers and monitor tubes) required by computer industry.
- 100% import duty on magnetic tapes.

Import Duty on Inputs for Components

- All capital goods can be imported at 25% duty under project import.
- No duty on 17 items for manufacture of 8-types of components and sub-components.
- 15% import duty on 18 items for manufacture of components and sub-components.
- 40% import duty on 76 items for manufacture of variety of components.
- Normal import duty on other raw materials.

Steps to Reduce Noise Level in Metropolitan Cities

1515. SHRI H.N. NANJE GOWDA :
SHRI G.S. BASAVARAJU :
SHRI SANAT KUMAR MANDAL :

Will the PRIME MINISTER be pleased to state :

(a) whether according to a survey conducted by the All India Institute of Medical Sciences it has been revealed that the noise level of the country's metropolitan cities is more than double the prescribed international limit ; and

(b) if so, the steps contemplated by Government in this regard to reduce the noise level in the metropolitan cities ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) :
(a) The survey conducted by the All India Institute of Medical Sciences indicates high noise levels in certain busy traffic roads. However, these are not more than double the prescribed international limit.

(b) Improvement in road and traffic movement, restriction on use of loud horns, regulated movement of heavy vehicles and publicity campaign are among the steps taken under the civic laws by the local authorities.

American Military aid to Pakistan

1516. DR. B.L. SHAILESH :
SHRI SANAT KUMAR MANDAL :

SHRI K. PRADHANI :

Will the Minister of EXTERNAL

AFFAIRS be pleased to state :

(a) whether long-range maritime patrol aircraft and more Harpoon missiles are figuring in American military aid to Pakistan in 1987 ;

(b) whether following the US Administration's decision to boost aid to Pakistan next year to a figure of 1669 million in 1986, the stage is now set for Washington to further clear another package of sophisticated weaponry to that country ; and

(c) if so, the reaction of Government in this matter ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K.R. NARAYANAN) : (a) Exact details are not yet available about the military hardware which Pakistan is to receive from USA in 1987.

(b) and (c) Our concerns regarding Pakistan's continued acquisition of sophisticated weapons from USA, which results in the diversion of resources from development to defence, were reiterated by the External Affairs Minister during his recent visit to USA. Government continues to maintain constant vigil over all developments having a bearing on the country's security.

Atomic Power Plant in Rajasthan

1517. SHRI VIRDHI CHANDER JAIN : Will the PRIME MINISTER be pleased to state :

(a) whether any final decision has been taken with regard to the number of atomic power plants to be set up in the Seventh Plan, state-wise details ;

(b) whether any expert team had visited certain sites in Rajasthan in this connection ; and

(c) if so, the finding of the team and the final decision taken by the Union Government in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPART-

MENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) and (c) Unit-2 of Madras Atomic Power Station was synchronised to the grid in September 1985 and the two units at Narora in Uttar Pradesh are expected to be commissioned during the Seventh Plan Period. Two units of 235 MWe each are under construction at Kakrapar in Gujarat. Sites at Kaiga in Karnataka and Rawatbhata in Rajasthan have been approved for setting up two units of 235 MWe each at each location. Additional sites for new atomic power projects are under consideration of the Government.

(b) Yes, Sir.

Establishment of Integrated Management Pool

1519. SHRI C.P. THAKUR : Will the PRIME MINISTER be pleased to state :

(a) from when the Government is going to introduce the change in administrative set up of IAS officers and establish the integrated management pool ;

(b) whether it will apply to promotee IAS officers and officers of the police service ; and

(c) whether Government propose to introduce specialisation for IAS cadre ?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI P. CHIDAMBARAM) : (a) to (c) As part of the ongoing review of the administrative arrangements of the Government of India, this Ministry has undertaken a review of the career management aspects of officers of the Indian Administrative Service (IAS), particularly at the end of 11th and 17th year of service. Various proposals are under consideration. Among them are the need for specialisation and the establishment of an Integrated Management Pool. This review will apply to all IAS officers regardless of whether they are directly recruited or promoted from the State Civil Service. No final decision has yet been taken. In so far as the Indian Police Service is concerned, no

separate proposal is under consideration in this Ministry.

Areas Included in Hill Area Development Programmes

1520. SHRI BHATTAM SRIRAMA-MURTY : Will the Minister of PLANNING be pleased to state :

(a) the hill areas in the country identified for inclusion in the Hill Area Development Programme and criteria prescribed for delienation of hill areas ;

(b) whether any areas in the Andhra Pradesh are included in the same ;

(c) whether any of the areas in Andhra Pradesh become eligible for special assistance as per the criteria ; and

(d) the action proposed to be taken in regard to such areas ?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI A.K. PANJA) : (a) The areas covered

under the Hill Area Development Programme in operation since the beginning of the Fifth Five Year Plan consist of (i) those forming part of a bigger State and (ii) the Western Ghats Region. Statewise coverage of Hill Area Development Programme is given in the Statement below. The areas covered under the first group were so identified by a sub-committee of the National Development Council in its meeting held on 12 March, 1965 with reference to the considerations of altitude and border and strategic location.

The criteria adopted for the delineation of hill areas along the Western Coast termed as Western Ghats were elevation (i.e. 600 metres and above) and contiguity, a taluka being the unit of demarcation.

(b) No, Sir.

(c) and (d) No part of Andhra Pradesh was included in either of the two groups of identified areas mentioned in answer to part (a) and, as such, the State is not in receipt of special assistance.

Statement

Coverage of the Hill Areas Development Programme

State	District
1	2
I. Hill Areas	
Uttar Pradesh	Dehradun Pauri Garhwal Tehri Garhwal Chamoli Uttar Kashmir Nainital Almora Pithoragarh
Assam	North Cachar Karbi Anglong
Tamil Nadu	Nilgiris

1

2

West Bengal

Sub-Divisions of
Sadar, Kurseong
and Kalimpong of
Darjeeling District**II Western Ghats Region**

Maharashtra

Dhule (2)
Nasik (8)
Thana (5)
Raigad (7)
Ratnagiri (5)
(North)
Ranagiri (5)
(South)
Kolhapur (10)
Sangli (1)
Satara (8)
Pune (9)
Ahmednagar (2)

Karnataka

BalgauM (6)
ChikamagIur (4)
Ooorg (3)
Dharwar (1)
Rassan (4)
Mysore (2)
North Kanara (9)
Shimoga (5)
South Kanara (6)

Kerala

Cannanore (3)
Wybad (3)
Kozhiko (3)
(Calicut)
Malapuram (1)
Palghat (3)
Trichur (1)
Ernakulam (3)
(Cochin)

1	2
Tamil Naḍu	Idukki (4) Kottayam (2) Quilon (4) Trivandrum (2) Nilgiri (4) Coimbatore (5) Periyur (1) Madurai (6) Tirunavelli (5) Ramanathapuram (3) Kanya Kumari (4)
Goa	Goa (3)

Note :— In the case of Western Ghats Region Taluka is the unit of demarcation. The figures indicated in brackets denote the number of Talukas covered in the district under the programme.

Supply of Antenna by ENCL to NTPC

1521. SHRI HAROOBHAI MEHTA : Will the PRIME MINISTER be pleased to state :

(a) whether the Electronics Corporation of India Limited had received an order for 4.7 M. Earth Station Antenna from National Thermal Power Corporation; and

(b) the present status of the execution of the order ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) Yes, Sir.

(b) Antenna System along with feed and subsystems like pedestal assemblies and reflector assemblies are nearly complete and erection at site will commence shortly.

Supply of 4 Character Code System to P&T by E.C.I.L.

1522. SHRI HAROOBHAI MEHTA : Will the PRIME MINISTER be pleased to state :

(a) whether the Electronics Corporation of India Ltd. was supplying 4-Character Code Systems to the P&T Department as per specifications drawn by that Department;

(b) whether the system is not now being accepted by P&T; and

(c) if so, reasons for the non-acceptance, if any, communicated to the Electronics Corporation of India Limited ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) Yes, Sir.

(b) The Systems have been accepted by Department of Telecommunications and are in operation.

(d) Does not arise.

Inclusion of Synonyms Nayak Community in the List of Scheduled Tribes

1523. SHRI V. S. KRISHNA IYER : Will the Minister of WELFARE be pleased to state :

(a) whether Government of Karnataka have recommended to include four

synonyms of Nayak Community-Nayak, Boda, Valmiki and Nayak Talwara Pariwar-in the list of Scheduled Tribes; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF WELFARE (SHRI GIRIDHAR GOMANGO) : (a) The comments received from the Government of Karnataka regarding inclusion of certain communities in the list of Scheduled Tribes as synonyms cannot be disclosed in the public interest.

(b) The above proposal is being considered along with similar other proposals in the context of the proposed comprehensive revision of the lists of Scheduled Castes and Scheduled Tribes. Further, any amendment in the existing lists of Scheduled Castes and Scheduled Tribes can be done only through an Act of Parliament in view of Articles 341 (2) and 342 (2) of the Constitution.

Requirement and Plantation of Bamboo

1524. SHRI VIJAY N. PATIL : Will the PRIME MINISTER be pleased to state :

(a) whether Government have assessed the requirement of bamboo production for the Seventh Five Year Plan;

(b) if so, the requirement of bamboo during the Seventh Five Year Plan and the new areas where bamboo would be cultivated; and

(c) in view of the dwindling areas of bamboo plantation what other potential raw materials like eucalyptus etc. Government are exploring ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) : (a) Yes, Sir,

(b) The requirement of bamboo was assessed at about 10 million tonnes for the Seventh Five Year Plan period. The ann-

ual afforestation programme includes bamboo also, which will be planted in suitable areas.

(c) Many other species used in afforestation programmes are potentially useful as raw material to supplement bamboo.

[Translation]

Improvements in Pay Scales of Police

1525. SHRIMATI PATEL RAMABEN RAMJIBHAI MAVANI:
SHRI SOMNATH RATH :

Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether Union Government have given any advice to the States to bring about change and improvement in the pay scales and working of police; and

(b) if so, the details thereof and reaction of each State ?

THE MINISTER OF STATE IN THE DEPARTMENT OF INTERNAL SECURITY (SHRI ARUN NEHRU) : (a) and (b) While no advice to States has been given to bring about change and improvement in pay scales and working of police, the recommendations of the National Police Commission about the change and improvement in the pay scales and working conditions of constabulary in States have been remitted to the State Government for examination and necessary action.

Training of Police Personnel

1526. SHRIMATI PATEL RAMABEN RAMJIBHAI MAVANI
SHRI SOMNATH RATH :

Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether it is also a fact that in view of the Prime Minister's orders with reference to the training of police personnel of officer rank, the Ministry has prepared a comprehensive note;

(b) if so, the details thereof; and

(c) the reaction of the States thereto and the steps taken by them in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF INTERNAL SECURITY (SHRI ARUN NEHRU) : (a) Yes, Sir.

(b) Three in service training programmes have been introduced for IPS officers; viz. (i) Junior Management Course for officers with 6 to 10 years' seniority, (ii) Senior Management Course for officers with 10 to 16 years' seniority, (iii) Top Management Course for officers with over 16 years' seniority.

Two administrative courses for the police have been evolved, viz. Code of Conduct for the police and Code of Behaviour for police officers and these have been sent to the State police authorities for purpose of training and dissemination. Basic training courses for recruit constables and Sub-Inspectors have also been framed and circulated to the State police authorities for their consideration and approval.

(c) The State Governments share the concern of the Central Government regarding the need for a change and improvement in police attitude and performance. The State Governments are examining ways and means of bringing about this change.

[English]

Labour Contracts in Defence

1527. PROF. MADHU DANDAVATE: Will the Minister of DEFENCE be pleased to state :

(a) whether his Ministry had taken the decision on the basis of recommendations of the Advisory Board that in awarding labour contracts, the labour cooperatives should be given 10 percent weightage over the lowest tender from a private contractor;

(b) if so, whether this decision has been violated in the case of labour contract for Mumbai Kolsa Kamgar Sahakari

Society sought by a labour cooperative which was formerly given the contract for 16 years since 1967; and

(c) whether Government will adhere to the norms regarding contracts to labour co-operatives in this case ?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE RESEARCH AND DEVELOPMENT (SHRI ARUN SINGH): (a) Ministry of Finance, Department of Expenditure have issued instructions, endorsed by the Ministry of Defence, wherein it has been decided that a price preference of upto 10% may be given to registered Labour Cooperatives while awarding contracts for parking lots and portorage.

(b) and (c) There is no proposal to deviate from these instructions. The case under reference is being processed in accordance with the latest instructions.

Setting up Special Courts to try Communal Cases

1528. SHRI CHINTAMANI JENA :
SHRI AMARSINGH RATHAWA :

Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether Union Government suggested to State Governments to establish special courts in their respective States to try communal cases;

(b) if so, the names of such States which have established special courts and the number of cases tried during the year 1985; and

(c) whether some State Governments have rejected the suggestion; if so, the names of such States and the reasons given by them ?

THE MINISTER OF STATE IN THE DEPARTMENT OF INTERNAL SECURITY (SHRI ARUN NEHRU) : (a) Yes, Sir.

(b) and (c) On the basis of the available information, the State Governments

of Andhra Pradesh, Bihar, Gujarat, Maharashtra, Madhya Pradesh, Manipur, Nagaland, Rajasthan, Tamil Nadu and Uttar Pradesh have taken action in this regard. The Delhi Admn. has also earmarked one court each of Additional Sessions Judge and that of a Metropolitan Magistrate for trial and disposal of such cases. The state Governments of Haryana, Jammu & Kashmir, Karnataka, Punjab, Mizoram, Arunachal Pradesh, Goa, Daman & Diu have stated that they do not consider it necessary to set up Special Courts. However, the State Governments of Madhya Pradesh, Himachal Pradesh, Kerala, Sikkim and Tripura are actively considering the suggestion to set up Special Courts.

2. As regards the question of the number of cases being tried in these Courts in the various States, this matter relates to day to day law and order administration and falls within the purview of the State Governments.

Recruitment of More Number of Women IPS Officers

1529. SHRI V.S. KRISHNA IYER : Will the Minister of HOME AFFAIRS be pleased to state :

(a) how many women IPS Officers are there in the country and particularly in Karnataka; and

(b) since women constitute a major portion of our population and to protect their interests whether the Government will take steps to recruit more number of women IPS officers and post them to different States ?

THE MINISTER OF STATE IN THE DEPARTMENT OF INTERNAL SECURITY (SHRI ARUN NEHRU) : (a) There are 25 women IPS officers in the country of whom 3 are in Karnataka.

(b) Recruitment to IPS is done through the Civil Services Examinations conducted by the U.P.S.C. and the number of women to be recruited to IPS depends upon the number of eligible qualified women candidates in the Civil Services Examinations and the number who have opted for joining IPS.

Pakistan Migrants in Delhi

1530. SHRI MULLAPPALLY RAM-ACHANDRAN : Will the Minister of HOME AFFAIRS be pleased to state :

(a) the estimated number of Pakistani migrants in New Delhi;

(b) how long does the Government of India intend to allow them to stay; and

(c) the steps taken to ensure that they return to Pakistan ?

THE MINISTER OF STATE IN THE DEPARTMENT OF INTERNAL SECURITY) : (SHRI ARUN NEHRU) : (a) to (c) As on 31.1.86, 8403 Pak nationals were staying in Delhi. They are to leave India after the expiry of their visa. The Delhi Administration has powers under the Foreigners Act, 1946 to take legal action against those who do not leave the country after the expiry of their visa and also those who are detected staying without valid documents.

Stand of Pak Muslim League on Indo-Pak

1531. SHRI BHATTAM SRIRAMAMURTY :

SHRI SHARAD DIGHE :

SHRI ANAND SINGH :

PROF. P.J. KURIEN :

SHRI BANWARI LAL

PUROHIT :

SHRI K. PRADHANI :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the reported stand of the Pakistan Muslim League that relations between India and Pakistan could be normalised only after the settlement of the Kashmir issue on the basis of the United Nations resolutions represents the views of the Pakistan Government;

(b) if not, what are the views of the Government of Pakistan on this issue and whether they have conveyed their views to the Government of India; and

(c) whether this stand of the Pakistan Muslim League would retard the process of normalisation of Indo-Pak relations undertaken recently ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K R. NARAYANAN) : (a) and (b) When India's concern at the resolution was conveyed during the visit of the Foreign Secretary to Pakistan, Pakistan leaders reiterated their adherence to the Simla Agreement. However, the fact cannot be ignored that the resolution was passed by the Pakistan Muslim League at a meeting presided by Prime Minister Mr. Junejo who is also the President of the party.

(c) It has been conveyed to the Pakistan Government that this resolution is a negative factor in our bilateral relations.

Forest (Conservation) Act, 1980

1532. SHRI PRATAP BHANU SHARMA : Will the PRIME MINISTER be pleased to state :

(a) whether Union Government have issued any circular on 26 March, 1982 regarding Ex-post facto application of forest (Conservation) Act, 1980 to such development projects which were administratively sanctioned and started by the State Government prior to its enforcement i.e. 25 October, 1986;

(b) if so, whether the Forest (Conservation) Act empowers the Union Government to issue such circular; and

(c) if not, the reasons for contravening the provisions of the Act ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z. R. ANSARI) : (a) The circular issued by Government of India on 26th March, 1982 was not in regard to ex-post facto application of the Forest (Conservation) Act, 1980.

(b) and (c) Do not arise.

News Item Captioned "Alleged Export of Kids as Slaves"

1533. SHRI SANAT KUMAR MANDAL :

SHRI SAIFUDDIN CHOWDHARY :

Will the Minister of WELFARE be pleased to state :

(a) whether the attention of Government has been drawn to the news item captioned 'Alleged export of kids as slaves' appeared in the 'Times of India', on 6th February, 1986;

(b) if so, whether any investigation had been ordered into the alleged export of children to West Germany from the Kalahandi famine area in Orissa as 'bonded labourers' under the cover of fake guardianship;

(c) the outcome thereof; and

(d) the steps taken or being taken to stop this racket ?

THE DEPUTY MINISTER IN THE MINISTRY OF WELFARE (SHRI GIRIDHAR GOMANGO) : (a) Yes, Sir.

(b) to (d) According to the information received from the State Government of Orissa, which had inquired into the matter, some children, whose mothers had died after delivery or who were abandoned by their unmarried mothers at the Christian Mission Hospital at Khariar, came under care of the mission Hospital. The District Court, under the provisions of Guardians and Wards Act, 1890 granted necessary clearances, and thereafter these children were sent to West Germany for adoption by issueless German families. According to the information furnished by mission hospital to the State Govt. the Indian embassy is keeping in touch with the children who are reported to be happy and well looked after. The State Government of Orissa has also again asked our embassy to verify the condition of the children.

Proposal to Review Cantonment Act.

1534. SHRI C.K. KUPPUSWAMY : Will the Minister of DEFENCE be pleased to state :

(a) whether Government had amended Section 21(3) of Defence Cantonment in Cantonment Act 1924 regarding the term of Vice Presidents of Cantonment;

(b) whether it is a fact that as per the latest amendment the term of Vice-President of Cantonment is unstable;

(c) if so, the details thereof and whether Government have any proposal to review the act with suitable amendments since a stable Board is necessary to have a clean administration; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE RESEARCH AND DEVELOPMENT (SHRI SINGH) : (a) Yes, Sir.

(b) No, Sir.

(c) and (d) Do not arise.

Supply of Cyber 205 Super Computers

1535. SHRI YASHWANTRAO GADAKH PATIL : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the question of supply of Cyber 205 Super computers was discussed by Government at the meeting of the Indo-US joint Commission held recently in Washington; and

(b) if so, the reaction of the US authorities thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K.R. NARAYANAN) : (a) No, Sir. This question was not discussed at the Indo-US Joint Commission meeting held recently in Washington.

(b) Does not arise.

Poverty Line in 1984

1536. SHRI HUSSAIN DALWAI : Will the Minister of PLANNING be pleased to state what is the proposal under

consideration of Government to keep poverty line families protected from the steep hike of prices of essential commodities ?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI A.K. PANJA) : The Public Distribution System is recognised as a permanent feature of the strategy to protect all consumers including poor families from hike in prices of essential commodities. Apart from this, the Government have proposed various measures for the improvement of level of living of those below the poverty line through distribution of foodgrains at concessional prices. These include programmes for distribution of foodgrains, particularly, rice and wheat to the people in the Integrated Tribal Development Projects, for young children, pregnant women and nursing mothers and expansion of the coverage of Rural Landless Employment Guarantee Programme and National Rural Employment Programme.

All these steps will keep protected the poor families from rise in prices of essential commodities to a considerable extent.

Plan for Social Insurance Scheme for Poor

1537. SHRI RAMSWAROOP RAM : Will the Minister of PLANNING be pleased to state :

(a) whether Government have made any plan for Social Insurance Scheme for the development of the poorest of the poor community in India; and

(b) if so, details thereof and the amount allocated there ?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI A.K. PANJA) : (a) No, Sir, However, there are

- (i) Personal Accident Insurance Social Security Scheme for Poor Families,
- (ii) Scheme of Comprehensive Policy for Fire and Allied Perils,
- (iii) Hut Insurance Scheme,
- (iv) Composite Package Insurance Scheme, and

(v) Janta Personal Accident Insurance Policy. All these schemes are for the poor and/or for catering to the needs of weaker sections of the community.

(b) The details of above are given below as a Statement.

Statement

(i) Personal Accident Insurance Social Security Scheme for Poor Families :

This Scheme is meant for providing relief to the extent of Rs. 3,000/- to poor families having an annual income of less than Rs. 5,000/- in the event of accidental death or permanent total or partial disablement leading to his total loss of income. The Scheme is applicable to the bread earner of the family in the age group of 18-55 years and is now operative in 100 selected districts of the country.

(ii) Scheme of Comprehensive Policy for Fire and Allied Perils :

This scheme is meant for economically weaker sections. This policy cover inclusive of the risk of fire, strike, riot, malicious damage, flood, earthquake, etc. at a special rate of rupee one per thousand sum assured for the benefit of economically weaker sections, the artisans, village and cottage industries, including bio-gas plants, small-scale industries and tiny sectors where sum insured does not exceed Rs. 10 lacs.

(iii) Hut Insurance Scheme :

A Hut Insurance Policy covering fire and other additional perils like riot, strike, malicious damage, flood, cyclone, earthquake, etc. for the hut as well as its contents has been devised at a concessional premium of Rs. 3/- per thousand (Rs. 5.50 per thousand sum assured is the normal rate) to provide maximum protection to small and marginal farmers and other economically weaker sections, and the sum assured is subject to a maximum of Rs. 6,000/-.

(iv) Composite Package Insurance Scheme :

The scheme has been introduced to offer complete all round protection to beneficiaries of the Integrated Rural Development Programme, National Rural Employment Programme etc. in respect of the dwelling houses and other belongings from various hazards, including personal accident to them and their families.

(v) Janta Personal Accident Insurance Policy

This has been in existence for many years providing personal accident insurance at a very low premium i.e. Rs. 12/- for sum assured of Rs. 15,000/-. This has been recently extended to fishermen in the States of Kerala, Maharashtra, Andhra Pradesh etc. who have formed themselves into co-operative societies.

This is a programme in which the Ministry of Agriculture is funding the premium through the National Federation of Fishermen's Co-operatives.

Acquisition of Sophisticated Computers From USA :

1538. SHRIMATI JAYANTI PATNAIK :

SHRI SATYENDRA NARAYAN SINHA :

SHRI PRAKASH V. PATIL :

Will the PRIME MINISTER be pleased to state :

(a) whether Government have a proposal to acquire some sophisticated computers from United States ;

(b) if so, the number of sophisticated computers proposed to be purchased from US at what cost ; and

(c) the steps taken in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) Two United States firms are

among the three who have submitted proposals for the sale of sophisticated computers.

(b) Proposals for purchase of two sophisticated computers are under technical evaluation and price negotiation. Total estimated cost of these two computers is about Rs. 40 crores.

(c) Discussions are being held with the firms for arriving at suitable configurations and price.

Sanskrit as the Computer Language

1539. DR. A.K. PATEL : Will the PRIME MINISTER be pleased to state :

(a) whether it has been found that Sanskrit—a natural language can serve as the best computer language in the world for artificial intelligence etc. ;

(b) is the Department of Electronics researching further on this subject, if so, the progress made so far and future plans in this regard ;

(c) whether public cooperation e.g. from Sanskrit scholars and Institutions being sought in this regard ; and

(d) if so, how, if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) In-depth research studies are being conducted to study the usage of natural languages like Sanskrit for artificial intelligence.

(b) The research efforts in this direction are being co-ordinated under the Fifth Generation Computer System project as a part of development of a knowledge based computer system. This project has been approved by Planning Commission.

(c) and (d) Various institutions are being approached to advice in this matter.

Shortage of Manpower

1540. SHRI MANIK REDDY : Will the PRIME MINISTER be pleased to state :

(a) whether there has been acute shortage of properly trained manpower in various fields of Environmental control ;

(b) if so, remedial steps taken in this regard ; and

(c) whether overseas training in advanced countries like Sweden is part of this programme ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z. R. ANSARI) : (a) and (b) No, Sir. Various universities and scientific technical institutions in the country offer formal courses on environment studies. This largely meets the manpower requirements. However, training needs to be imparted in specific areas requiring technical and managerial skills. To this end, the Department supports regular short-term training programmes for scientists, administrators, legislators and other target groups. These are held in various universities and leading institutions.

(c) The Department sponsors serving scientists for training in Environmental Sciences in other countries wherever appropriate opportunities are available.

Removal of poverty

1541. SHRI B.V. DESAI : Will the Minister of PLANNING be pleased to state :

(a) whether Government are considering to draw up a time bound programme to remove poverty in the country; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI A. K. PANJA) : (a) and (b) Removal of poverty remains a central concern of Planning in India. As a result

of the overall strategy of Development and pattern of growth and a number of poverty alleviation programmes such as the Integrated Rural Development Programme (IRDP), National Rural Employment Programme (NREP) and Rural Landless Employment Guarantee Programme (RLEGP), the poverty ratio declined from 52.4 percent in 1979-80 to 36.9 percent in 1984-85. The Seventh Five Year Plan aims at reducing the poverty ratio to 25.8 percent in 1989-90 and to less than 5 percent by 2000 A.D.

[Production of Electronic Goods

1542. SHRI KALI PRASAD PANDEY: Will the PRIME MINISTER be pleased to state :

(a) whether it a fact that Government are paying special attention to production of electronic goods ;

(b) if so, the name of the Industrial Training Institutes in Bihar where special training courses have been started and the number of such institutes where Government propose to start these courses in the ensuing session ;

(c) whether Government propose to introduce any comprehensive scheme for extension of electronic for industries in rural areas of Bihar ; keeping in view the abundance of man power there ; and

(d) if so, the amount proposed to be spent by the Centre and State Government separately in the next financial year under this scheme ?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : (a) Yes, Sir. For the growth of electronics Industry Government has taken several steps.

(b) There are no Industrial Training Institutes in Bihar where special training courses have been started. The Central Government is supporting 6 month's elect-

ronics technicians training programmes beginning June 1985, in two places-ITI's Patna and Ranchi. As per information available regular training courses under the Craftsmen Training Scheme in the designated trades of Machanics (Radio & TV) and 'Electronics Mechanic' are in the operation in the following ITIs in Bihar :

1. ITI Dighaghat, Patna.
2. ITI Muzaffarpur
3. ITI Ranchi.
4. ITI Chaibasa.

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

(d) Does not arise.

[Translation]

Raids on Houses of Government Officials

1543. SHRI VILAS MUTTEMWAR :
SHRI SARFARAZ AHMED :
SHRI RAMASHRAY PRASAD:
PROF. K.V. THOMAS :

Will the PRIME MINISTER be pleased to state :

(a) the number of Union Government employees, officers and ex-officers whose houses have been raided during the last three years for alleged corruption ;

(b) the details of assets recovered from them ;

(c) the action taken so far against them ; and

(d) whether Government propose to raid the houses of some other senior officers to check corruption ?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI P. CHIDAMBARAM) : (a) During the years 1983, 1984 and 1985 searches were conducted by CBI in the residential/office premises of 253 Union Government employees/ex-officers in connection with the investigation of 217 cases registered by

CBI on the allegation of possession of assets disproportionate to their known sources of income, cheating, forgery, criminal misconduct etc. The year-wise

break up of the cases so registered and the number of employees/ex-officers involved is given below :—

Year	No. of cases registered	No. of employees/ex-officers involved
1983	74	92
1984	65	78
1985	78	83

(b) The year-wise details of items, both movable/immovable, recovered during the searches are as under :—

Year	Cash Bank Balance, Share certificates, Fixed Deposit Receipts, National Savings Certificates (Rs.) (i)	Foreign Exchange (ii)	Movable Assests like Jewellery, Imported VCRs, TVs, Cars, costly Electrical Gadgets etc.	Immovable Assets like House, Flat, in posh localities land etc.
	1		2	3
1983	38,34,554.73	320 US Dollars 700 D.M.	20,16,280.60	84,07,456.39
1984	36,10,392.86	Rs. 49, 450/-	12,52,095.56	22,93,838.34
1985	36,40,514.04	—	47,97,397,61	57,57,275.18

(c) 73 cases have been sent up for trial : in 69 cases CBI has recommended Regular Departmental Action ; in 8 cases CBI has recommended such action as may be considered appropriate ; 8 cases have been closed ; investigation in 95 cases has not yet been completed.

(d) Fighting corruption is a continuing process. Searches will be conducted or and when considered necessary in the circumstances of the case.

[English]

Sharing of Experience and Benefits of Satellite Communication Programme with Member Countries of South Asian Association of Regional Co-operation

1544. SHRI R.M. BHOYE : Will the

Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether India has offered to share with the member countries of the South Asian Association of Regional Co-operation (SAARC) the experience and benefits of its ambitious Satellite Communication programmes; and

(b) if so, the names of these member countries alongwith their response in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS SHRI K.R. NARAYANAN) : (a) and (b) Discussions with some of member countries of the South Asian Association of Regional Cooperation have taken place, but these are still at a preliminary stage. In

the case of Maldives, the details of co-operation in this area are going to be examined jointly by the experts of the two countries,

Financial Assistance to Freedom Fighters for Treatment

1545. PROF. NARAIN CHAND PARASHAR : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether there is any scheme for providing financial assistance to an ailing freedom fighter or his widow so as to enable him/her to undergo treatment in India or abroad;

(b) if so, the details of the scheme; and

(c) the number of freedom fighters/widows who have been given this assistance during the past three years alongwith the number of applications received for this purpose, separately for each year from each of the States/U.Ts. ?

THE MINISTER OF HOME AFFAIRS (SHRI S.B. CHAVAN) : (a) and (b) Various State Governments/Union Territory Administrations provide free medical facilities to freedom fighters and their families. Ministry of Home Affairs have no scheme as such for providing financial assistance to ailing freedom fighters or their widows to enable them to undergo treatment in India or abroad. However, financial assistance is extended in deserving cases to various categories of persons including freedom fighters and their families who are in indigent circumstances from Home Minister's Discretionary Grant.

(c) A statement showing number of freedom fighters/ widows, who have been given financial assistance during the last 3 years is given below. As regards the total number of requests received, a record of only those cases where financial assistance has been approved by the Home Minister is maintained. The record of rejected cases is kept for only one year and wedded out thereafter. However during the year 1985-86, 67 applications have been received.

Statement

The financial assistance given out of HM's disc. grant during the past three years

Name of State/ U.T. Administration	No. of freedom fighters/ widows who have been given financial assistance on medical grounds.			Total
	YEARS			
	1983-84	1984-85	1985-86 (Upto Jan. 86)	
1	2	3	4	5
Andhra Pradesh	2	4	1	7
Assam	2	3	1	6
Bihar	5	14	—	19
Gujarat	1	—	—	1
Haryana	—	1	—	1
Jammu & Kashmir	1	1	—	2
Karnataka	—	3	3	6

1	2	3	4	5
Madhya Pradesh	—	3	—	3
Maharashtra	1	2	—	3
Orissa	—	—	1	1
Rajasthan	—	2	—	2
Tamil Nadu	—	9	—	9
Tripura	—	—	1	1
Uttar Pradesh	15	18	—	33
West Bengal	—	6	2	8
Delhi (UT Admn.)	9	8	1	18
	36	74	10	120

Seizure of Charas in New Delhi

1546. SHRI MAHENDRA SINGH : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether a big haul of about two hundred kilograms of charas worth about Rs. 12 lakhs was made in a Kirti Nagar (New Delhi) shop on 13 January, 1986;

(b) if so, the details of the haul and how it was unearthed; and

(c) the outcome of the investigation made ?

THE MINISTER OF STATE IN THE DEPARTMENT OF INTERNAL SECURITY (SHRI ARUN NEHRU) : (a) Yes.

(b) On receipt of information that one Raghubir Singh Uppal, the owner of the M/s Uppal Wood Craft and his salesman A.K. Nayyar are employed in the smuggling of charas which is concealed in motor parts, the Delhi Police organised a raid and recovered 208 Kg. of charas from the premises at 1/127, Kirti Nagar, Delhi. The charas was found sealed in iron containers designed as motor parts. Each unit was stamped as "ENGINE MOUNTING, MERCEDES BENZ, PART NO. 312, 2201517". 14 wooden crates containing 40 cartons each with one unit of the

Engine Mounting were recovered. The presence of charas could be detected after each unit was cut with a hack-saw.

(c) The police are on the look out for both Raghubir Singh Uppal and A.K. Nayyar so as to investigate their links with international smuggling racket.

Seizure of Hero'in on Indo-Pak Border

1547. SHRIMATI PATEL RAMA-BEN RAMJI BHAI MAVANI : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether it is a fact that 280 kg. fine quality Heroin worth Rs. 30 crores has been seized in an encounter with Pakistani smugglers on the Indo-Pak border near Kheruwala Border Check Post in Anupgarh Tehsil of Ganganagar District of Rajasthan by B.S.F. on 6 February, 1986;

(b) if so, the details thereof; and

(c) the action taken against the persons involved therein ?

THE MINISTER OF STATE IN THE DEPARTMENT OF INTERNAL SECURITY (SHRI ARUN NEHRU) : (a) No Sir. However, the B.S.F. recovered 309.450 Kgs. of heroin valued at Rs. 18.24

crores in area Anupgarh, District Sriganaganagar, Rajasthan, in an armed encounter with smugglers on 2.2.1986.

(b) When the BSF ambush party observed smugglers with camels crossing into India from Pakistan, the smugglers were challenged to surrender. The smugglers who were following the camels opened fire on the BSF party. Fire was returned resulting in the killing of two camels. Smugglers however managed to escape under cover of darkness. On search of the area, 14 bags of heroin were found and the same were seized.

(c) The smugglers managed to escape under cover of darkness. The 14 bags of heroin were handed over to the Customs authorities and a case was got registered at Police station Gbarsana.

12.00 hrs.

[*English*]

SHRI BASUDEB ACHARIA (Bankura): Thousands of kisans from West Bengal have come to Delhi. They are demanding the minimum price for the jute...

MR. SPEAKER: You can raise this question otherwise, but this is not the way. Not allowed.

[*Translation*]

Achariaji, you may bring it in any form. You give it in writing.

[*English*]

I will allow that; no problem.

[*Translation*]

SHRI BASUDEB ACHARIA: I shall give it in writing.

MR. SPEAKER: You may give it.
(*Interruptions*)

[*English*]

SHRI H.A. DORA (SRIKAKULAM): I am on a point of order. I have given notice for a substantive motion...

MR. SPEAKER: There is no point of order.

PROF. MADHU DANDAVATE (Rajapur): I want to point out that the leaders of parties in Parliament were assured by the Prime Minister....

[*Translation*]

MR. SPEAKER: Professor Saheb, you also take recourse to adjournment motion for this purpose.

[*English*]

PROF. MADHU DANDAVATE: That is what I am pointing out to you that this material has not been supplied. We would like to know whether the Law Ministry's and Home Ministry's information and opinion on the Muslim Law is correct or what the Government has said is correct... In the *Times of India*

MR. SPEAKER: Not allowed. What has come on the floor of the House I am responsible for that.

PROF. MADHU DANDAVATE: I have raised the question.

MR. SPEAKER: You can raise it otherwise. Not allowed. Irrelevant.

(*Interruptions*)**

MR. SPEAKER: This does not concern me or the House.

PROF. MADHU DANDAVATE: Help us. I have also put a notice under rule 377.

MR. SPEAKER: You can do that. I will allow that. You are free to do that, but not this way.

PROF. MADHU DANDAVATE: Will you allow it under rule 377.

MR. SPEAKER: Yes, no problem.

PROF. MADHU DANDAVATE: I have given the notice.

MR. SPEAKER: No problem

*Not recorded.

[*Translation*]

It is not proper when you do such things and you know it.

[*English*]

PROF. MADHU DANDAVATE : I can raise it under the rules and you can rule it out under the rules.

[*Translation*]

MR. SPEAKER : It reminds me of the Julius Caesar...

[*English*]

He is too Brutus to let Caesar fall !

SHRI INDRAJIT GUPTA (Basirhat) : Since Sardar Buta Singh is here, I am drawing your attention. You are a champion of farmers. He has made a statement here about the jute price which has brought thousands of jute farmers here to make their representations.

[*Translation*]

MR. SPEAKER : You give notice under rule 377 or under some other rule.

[*English*]

SHRI INDRAJIT GUPTA : They would like to meet you also.

MR. SPEAKER : Any time you are welcome.

SHRI INDRAJIT GUPTA : The Jute Corporation has stopped buying any jute at all. All the jute is lying there.

MR. SPEAKER : Any time you are welcome.

SHRI S. JAIPAL REDDY (Mehboobnagar) : One film by the name New Delhi Times....

MR. SPEAKER : You can raise it otherwise. There are means available to you, there are rules available to you; not this way. Not allowed.

(*Interruptions*)

MR. SPEAKER : I have told you yesterday and I am telling you today—the same point of order and the same ruling. Now allowed.

SHRI S. JAIPAL REDDY : Yesterday, I have referred to something else.

PROF. MADHU DANDAVATE : You have misunderstood him. He is referring to something else.

MR. SPEAKER : It is the same question and same answer.

[*Translation*]

You do not worry. Why do you do like this ? You are aware of the rules. It can be raised in some other form. Why don't you raise it like that ?

[*English*]

PROF. MADHU DANDAVATE : Yesterday he has raised something else.

[*Translation*]

MR. SPEAKER : I know.

[*English*]

SHRI S. JAIPAL REDDY : I am referring to New Delhi Times.

[*Translation*]

MR. SPEAKER : Kurup ji, why are you interrupting ? I am talking to you Mr. Reddy. What you told yesterday about New Delhi Times....

[*English*]

The same thing applies. You have got other means and you can use them. You are welcome to do so; no problem. But I am not going to allow this way.

[*Translation*]

Why do you waste time, yours, mine as well as of the House, when you know you can raise it ?

[*English*]

SHRI S. JAIPAL REDDY : I have tabled a calling attention motion.

MR. SPEAKER : Does not matter. This is out of order. I have not allowed it.

SHRI SURESH KURUP (Kottayam) : Doordarshan announced that the film would be shown ...

MR. SPEAKER : Does not matter. Again, it is the same ruling. It is irrelevant. Overruled. You can come under some other rule.

SHRI S. JAIPAL REDDY : You are expunging everything.

MR. SPEAKER : Because it is overruled.

SHRI S. JAIPAL REDDY : I am on a point of order.

MR. SPEAKER : Not allowed.

SHRI S. JAIPAL REDDY : You are expunging everything from the records...

MR. SPEAKER : I am not allowing a discussion on this.

SHRI S. JAIPAL REDDY : I am sorry to say this. . .

MR. SPEAKER : You should not be sorry; you should be happy that I am keeping up according to your wishes. I am keeping up what you have entrusted to me. I am keeping the rules intact.

PROF. MADHU DANDAVATE : Has he said something unparliamentary and defamatory ? Who do you...

(Interruptions)

MR. SPEAKER : No, Sir. I did not allow him, that is all.

PROF. MADHU DANDAVATE : Why do you unnecessarily expunge it ?

(Interruptions)

MR. SPEAKER : I am not expunging, I am not allowing him. He has not my permission. I did not give my permission. That is all.

(Interruptions)

SHRI S. JAIPAL REDDY : Are we to go and make a statement outside...

(Interruptions)

MR. SPEAKER: Reddy Ji, you should know that without my permission you cannot speak and I did not give permission.

(Interruptions)

MR. SPEAKER : Well, I must explain certain things to you. It has to be unambiguous, it must be clear...

(Interruptions)

MR. SPEAKER : Please order. What is it ? I would like to make you understand that you have to seek the permission of the Chair to say and if I overrule certain things and do not allow you, that does not form part of the record. So simple it is...

(Interruptions)

MR. SPEAKER : No. Not allowed. Absolutely not. If you can convince me on that, I will apologise ..

(Interruptions)

PROF. MADHU DANDAVATE : We must know on what subject the permission is refused.

MR. SPEAKER : I give, Sir.

PROF MADHU DANDAVATE : Unless we know what he has raised, how will we understand your ruling ? So, in order to understand your ruling, we want him to raise the issue.

MR. SPEAKER : He has given a notice. He wants to speak on that and I did not allow him because it is out of order...

(Interruptions)

PROF. MADHU DANDAVATE : What is out of order, we must know.

MR. SPEAKER : I know my rules, Sir, and if I am made to realise my mistake, I will apologise to you.

PROF. MADHU DANDAVATE : Without listening to the Point of Order, can you say it is out of order ?...

(Interruptions)

[*Translation*]

MR. SPEAKER : Professor Saheb, why do you insist ? You know, I give you a proper hearing. Is there any use of it ? What is the use of it ? You know, I listen to what I should listen to and I do not listen to what I should not.

(*Interruptions*)

[*English*]

PROF. MADHU DANAVATE : Everyday he is getting the same treatment.

(*Interruptions*)

[*Translation*]

MR. SPEAKER : I do not understand why do you waste time unnecessarily. Is there any subject which I have disallowed for discussion ? Whatever is permitted by time and is in accordance with the rules is done.

[*English*]

According to the book if it is allowable, I will allow it. It is only a question of time. But if you do like this, it will not help...

(*Interruptions*)

SHRI S. JAIPAL REDDY : We are only referring to the dangerous practice of expunging everything from the record .

(*Interruptions*)

MR. SPEAKER : No question of practice, Sir. It is being followed continuously, it is being followed the same way, it will be followed the same way again. I have not deviated one inch from the rule .

(*Interruptions*)

MR. SPEAKER : All right. You don't understand.

(*Interruptions*)

SHRI SURESH KURUP : I have given a proper notice, Sir, and only then I have raisee it...

(*Interruptions*)

MR. SPEAKER : You do not get the permission just because you have given a notice. That does not entitle you...

(*Interruptions*)

SHRI SURESH KURUP : This film...
(*Interruptions*)

MR. SPEAKER : It is not this film or that film...

(*Interruptions*)

MR. SPEAKER : Not allowed...
(*Interruptions*)**

MR. SPEAKER : Not on this subject...
(*Interruptions*)**

MR. SPEAKER : You are welcome. There are certain other rules under which you can give notice and get this information, but not this way. This is overruled...

(*Interruptions*)

MR. SPEAKER : There is no expunction. I do not expunge anything. What I allow, that goes on record. Only unparliamentary things are expunged...

(*Interruptions*)

SHRI H.A. DORA : Sir, it is reported in the Indian Express...

(*Interruptions*)

[*Translation*]

SHRI RAM NAGINA MISHRA : Please listen to us also.

MR. SPEAKER : I shall listen to you also. You are on your legs, I shall listen to you.

(*Interruptions*)

SHRI RAM NAGINA MISHRA : Mr. Speaker, Sir, they are wasting time.

MR. SPEAKER : What can I do, I also feel like that. I am also saying what you are saying. Both you and I hold the same views.

[*English*]

SHRI H.A. DORA : Sir, I would like to make a submission that it is reported in the papers that there is...

(*Interruptions*)

**Not recorded.

MR. SPEAKER : You give me something: in writing not like this. Give me something. I will look into it...

*(Interruptions)***

MR. SPEAKER : Not allowed...

(Interruptions)

MR. SPEAKER : If you don't listen...

(Interruptions)

MR. SPEAKER : Not allowed. I have not given my permission...

(Interruptions)

SHRI SAIFUDDIN CHOWDHARY (Katwa) : Sir, I have given a notice demanding a discussion on the purchase of aircraft carrier 'Hermes'...

(Interruptions)

MR. SPEAKER : I will look into it. It is not proper to raise a Calling Attention Motion on the floor of the House. This is improper...

(Interruptions)

SHRI THAMPAN THOMAS (Mavelikara) : Sir, there is a ruling of the Supreme Court on the Christian women marriage and because of that...

(Interruptions)

MR. SPEAKER : You give me something in writing and come to me, but not like this...

(Interruptions)

MR. SPEAKER : I cannot discuss it here .

*(Interruptions)***

MR. SPEAKER : Not allowed. Irrelevant. Overuled.

[Translation]

SHRI RAM NAGINA MISHRA : ...*(Interruptions)* Mr. Speaker, Sir, communal riots are increasing in the country...

(Interruptions)

[English]

MR. SPEAKER : We are discussing that subject. We have already decided in

the Business Advisory Committee; rest assured.

SHRI C.P. THAKUR (Patna) : The situation in Kashmir is explosive.

MR. SPEAKER : We are discussing that.

PROF. SAIFUDDIN SOZ (Bara-mutla) : Please listen to me for a minute.

MR. SPEAKER : What is the point of order ?

PROF. SAIFUDDIN SOZ : No point of order. I want to express my feelings.

(Interruptions)

MR. SPEAKER : You are welcome. We are discussing it.

PROF. SAIFUDDIN SOZ : Sir, I don't want to raise any controversy.

MR. SPEAKER : You please come to me.

*(Interruptions)***

MR. SPEAKER : Not allowed. Don't record. Now, papers to be laid.

12.12 hrs.

PAPERS LAID ON THE TABLE

[English]

Notification under Delhi Police Act

THE MINISTER OF HOME AFFAIRS (SHRI S.B. CHAVAN) : I beg to lay on the Table a copy of the Delhi Police (Promotion and Confirmation) (Amendment) Rules, 1985 (Hindi and English versions) published in Notification No. E. 10/10/84-Home (P)/Estt. in Delhi Gazette dated the 6th November, 1985, under sub-section (2) of section 148 of the Delhi Police Act, 1978.

[Placed in Library See No. LT.2131/86].

Annual Report of the Commission for Scheduled Castes and Scheduled Tribes for the year 1982-83, Memorandum of the Action Taken on the recommendations contained in the Report, etc.

THE MINISTER OF STATE OF THE MINISTRY OF WELFARE (DR. RAJENDRA KUMARI BAJPAI) : I beg to lay on the Table—

(1) (i) A copy of the Annual Report (Hindi and (English) versions) of the Commission for Scheduled Castes and Scheduled Tribes for the year 1982.83,

(ii) A copy of the Memorandum (Hindi and English versions) of the action taken on the recommendations contained in the Report.

(2) A copy of the Memorandum (Hindi and English versions) outlining the Detailed Action taken on the recommendations contained in the First Annual Report of the Commission for Scheduled Castes and Scheduled Tribes for the year 1978-79.

[Placed in Library. See No. LT-2132/86]
(Interruptions)

PROF. SAIFUDDIN SOZ (Baramulla) : He has been a party to communalism...

(Interruptions)

MR. SPEAKER : You can come to me. I will listen to you.

(Interruptions)**

MR. SPEAKER : No, not allowed. You can come and just let me know.

(Interruptions)**

MR. SPEAKER : Not allowed. It will not go on record. Not allowed. I have not given you my permission.

Shri Panja.

Annual Plan, 1985-86

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI A.K. PANJA) : I beg to lay on the Table a copy of the 'Annual Plan, 1985-86' (Hindi and English versions). [Placed in Library. see No. LT-2133/86.]

Notification under Army Act and Cantonment Act

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE RESEARCH AND DEVELOPMENT (SHRI ARUN SINGH) : I beg to lay on the Table—

(1) A copy of the Territorial Army (Amendment) Rules, 1986 (Hindi and English versions) published in Notification No. S.R.O. 65 in Gazette of India dated the 15th February, 1986, under sub-section (3) of section 14 of the Territorial Army Act, 1948.

[Placed in Library. see No. LT-2134/86.]

(2) A copy of the Grant of Leave to Members of Cantonment Board Rules, 1985 (Hindi and English versions) published in Notification No. S. R. O. 286 in Gazette of India dated the 4th January, 1986, under sub-section (3) of section 281 of the Cantonments Act, 1924.

[Placed in Library. see No. LT-2135/86.]

(Interruptions)**

MR. SPEAKER : I am not allowing the hon. gentleman. Mr. Soz, you can come and put the question. I have not allowed you.

PROF. MADHU DANDAVATE (Rajapur) : If it is unparliamentary it should be expunged.

PROF. SAIFUDDIN SOZ : What remark is expunged, I would like to know.

MR. SPEAKER : I did not allow it. It did not go on record.

Now, Mr. Arunachalam.

Reports of the Comptroller and Auditor General of India—Part I and II

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI GHULAM NABI AZAD) : On behalf of Shri M. Arunachalam. I beg to lay on the Table a copy each of the following Reports (Hindi and English versions) under article 151 (1) of the Constitution :-

- (1) Report of the Comptroller and Auditor General of India for the year 1984—Union Government (Commercial) Part-I-Introduction. [Placed in Library. See No. LT-2136/86.]
- (2) Report of the Comptroller and Auditor General of India for the year 1984—Union Government (Commercial)—Part-II-Resume of the Company Auditors' Reports and Comments on Accounts of Government Companies. [Placed in Library. See No. LT-2137/86.]
- (3) Report of the Comptroller and Auditor General of India for the year 1984—Union Government (Commercial)-Part-II-Audit Observations on Individual Topics. [Placed in Library. See No. LT-2138/86.]

Notifications under Pensions Act and under Article 320 (5) of the Constitution

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI P. CHIDAMBARAM) : I beg to lay on the Table—

- (1) A copy of the Payment of Arrears of Pension (Nomination) Third Amendment) Rules, 1985 (Hindi and English versions) published in Notification No. S.O. 73 in Gazette of India dated the 11th January, 1986, under section 16 of the Pensions Act, 1871. [Placed in Library. See No. LT-2139/68.]

- (2) A copy of the Union Public Service Commission (Exemption from Consultation) Amendment Regulations, 1985 (Hindi and English versions) published in Notification No. G. S. R. 59 in Gazette of India dated the 25th January, 1986, under article 320 (5) of the Constitution.

[Placed in Library. See No. LT-2140/86]

(Interruptions)

MR. SPEAKER : I did not allow it. You have got certain rules Mr. Soz.

(Interruptions)

[Translation]

MR. SPEAKER : I can listen to you only under some rule.

*(Interruptions,**)*

[English]

MR. SPEAKER : Not allowed.

Shri Shivraj V. Patil.

Annual Report and Review on National Institute of Immunology, New Delhi, for the year 1984-85, Birbal Sahni Institute of Palaeobotany, Lucknow, for the year 1984-85, Tata Institute of Fundamental Research Bombay, for the year 1984-85, etc.

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI SHIVRAJ V. PATIL) : I beg to lay on the Table—

- 1) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Immunology, New Delhi, for the year 1984-85, along with Audited Accounts.
- (ii) A statement Hindi & English versions) regarding Review by the Government on the working of the National

****Not recorded.**

Institute of Immunology, New Delhi, for the year 1984-85. [Placed in Library. See No. LT-2141/86.]

- (2) (i) A copy of the Annual Report (Hindi and English versions) of the Birbal Sahni Institute of Palaeobotany, Lucknow, for the year 1984-85 along with Audited Accounts.
- (ii) A statement (Hindi and English versions) regarding Review by the Government on the working of the Birbal Sahni Institute of Palaeobotany, Lucknow, for the year 1984-85. [Placed in Library. See No. LT-2142/86.]
- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Tata Institute of Fundamental Research, Bombay, for the year 1984-85.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Tata Institute of Fundamental Research, Bombay, for the year 1984-85 together with Audit Report thereon.
- (iii) A statement (Hindi and English versions) regarding Review by the Government on the working of the Tata Institute of Fundamental Research, Bombay, for the year 1984-85. [Placed in Library. See No. LT-243/86.]
- (4) (i) A copy of the Annual Report (Hindi and English versions) of the Bose Institute, Calcutta, for the year 1984-85 along with Audited Accounts.
- (ii) A statement (Hindi and English versions) regarding

Review by the Government on the working of the Bose Institute, Calcutta, for the year 1984-85. [Placed in Library. See No. LT-2144/86.]

- (5) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Association for the Cultivation of Science, Calcutta, for the year 1984-85 along with Audited Accounts.
- (ii) A statement (Hindi and English versions) regarding Review by the Government on the working of the Indian Association for the Cultivation of Science, Calcutta, for the year 1984-85. [Placed in Library. See No. LT-2145/86.]

Statements re Review on and Annual Report of Bharat Electronics Ltd., Bangalore, for the year 1984-85.

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND DEFENCE SUPPLIES (SHRI SUKH RAM) : I beg to lay on the Table—

- (1) A copy each of the following papers (Hindi and English versions) under sub-section (I) of section 619A of the Companies Act, 1956 :—
- (i) A statement regarding Review by the Government on the working of the Bharat Electronics Limited, Bangalore, for the year 1984-85.
- (ii) Annual Report of the Bharat Electronics Limited for the year 1984-85 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon.

- (2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above. [Placed in Library. See No. LT- 2146/86.]

12.14 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS
TWELFTH REPORT

[English]

SHRI M. THAMBI DORAI (Dharmapuri) : I beg to present the Twelfth Report (Hindi and English versions) of the Committee on Private Members' Bills and Resolutions.

12.14-1/2 hrs,

COMMITTEE ON WELFARE OF SCHEDULED CASTES AND SCHEDULED TRIBES
REPORTS OF STUDY TOURS

[English]

SHRI K. D. SULTANPURI (Simla) : I beg to lay on the Table a copy each of the following Reports (Hindi and English versions) of the Study Tours of the Committee on the Welfare of Scheduled Castes and Scheduled Tribes :—

- (i) Report of the Study Tour of Study Group I of the Committee on its visit to Bhopal and Indore during November, 1985.
- (ii) Report of the Study Tour of Study Group II of the Committee on its visit to Udaipur and Jaipur during November, 1985.

(Interruptions)

[Translation]

MR. SPEAKER : Can you make law by mere shouting ?

(Interruptions)

[English]

MR. SPEAKER : Mr. Soz, may I ask you to leave the House ?

PROF. SAIFUDDIN SOZ (Bara-mulla) : I am representing 7 lakh people in my constituency. I want to ask you, Sir.....

(Interruptions)

MR. SPEAKER : May I ask you to withdraw from the House ?

PROF. SAIFUDDIN SOZ : Why ? I am saying something very politely but firmly.

[Translation]

MR. SPEAKER : Experienced colleagues are sitting beside you, please learn from them.

PROF. SAIFUDDIN SOZ : I have been with them and I have already learnt. Time should be given to us also, we also have problems.

(Interruptions)

[English]

MR. SPEAKER : Experienced people are sitting beside you. There are rules under which you can ask. But can you go on at breakneck speed, without my permission, without any rules, without any regulation, without any motion and allow it to go on record ? No, You are destroying the very basis of your stand.

PROF. SAIFUDDIN SOZ : We are the people who have suffered. If you listen for half-a-minute then I will not walk out.

MR. SPEAKER : I will not listen.

PROF. SAIFUDDIN SOZ : Then I will walk out:

MR. SPEAKER : No threats. You are welcome. Do you mean to say that the whole House is without any conscience ?

PROF. SAIFUDDIN SOZ : I am not doing anything against the rules.

(Prof. Saifuddin Soz then left the house)

12.17 hrs.

STATEMENT UNDER RULE 199

[English]

SHRI K.P. SINGH DEO (Dhenkanal) : Mr. Speaker, Sir, I am grateful to you for permitting me this opportunity under Rule 199 of the Rules of Procedure to make a statement in this august House with regard to my resignation from the Council of Ministers.

It was kind of the Prime Minister to have informed me that in a charge sheet to be filed by the Government against one Ram Swarup, my name appeared amongst other public men. Even without the benefit of seeing the content or the context in which my name figured in the charge sheet, I tendered my resignation from the Council of Ministers in order to uphold the propriety and dignity of Parliamentary democracy and the high tradition of public life which the hon. Prime Minister graciously accepted immediately.

While the contents of the charge sheet received wide coverage in the news media, leading to conjectures, rumours and assumptions, I was unable to obtain a certified copy of the charge sheet. My lawyer was informed that such copies can only be made available to either an accused or a witness. I did not come under either of the categories. Subsequently, I learnt from a copy of the charge sheet in circulation that my name has been mentioned in two places in the narration without any specific charges. Therefore, I deem it my duty to place the facts concerning me vis-a-vis the mentions made in the charge sheet for the information of this august House to which I have been elected.

My name has been referred to in the first place at Para 9 of the charge sheet. I quote "It was seen that the names of the following M.Ps./former M.P.s. who have been sponsored on visits to Taiwan at his behest find mention in the recovered documents (here my name appears)".

I had undertaken the study tour of the Far East, which included Japan, the Republic

of Korea (South Korea), Republic of China (Taiwan), Hong Kong, Cambodia and Thailand from 15th November 1969 to 7th December, 1969, as a Member of the Fourth Lok Sabha to which I had been elected in 1967 as its youngest Member and was the Chief Whip of the Swatantra Party in Parliament then. On the return leg of my study tour I visited Taiwan. I was a delegate attending the Asian Parliamentarians Union Meet at Taipeh. This was attended by more than 40 Members of Parliament/Senators of 10 Asian countries including India. There were Members of Parliament from New Zealand and Australia too. The leader of the delegation was Shri Dayabhai Patel, son of late Sardar Patel, who was the Deputy Leader of the Swatantra Party in Parliament and senior Vice-President of the Party at that time. The Conference was inaugurated by Generalissimo Chiang-Kai-Shek, the President of Taiwan.

The entire expenses of my study tour, including that of my wife who accompanied me, were borne from our own resources. The complete itinerary was prepared by Air India, Delhi. The air fare of the two Air India tickets No. 0983—3482645/6/7 and No. 0983-3482648/9/50 amounting to Rs. 10,646/-(Rs.53.3/-each) was drawn vide cheque No. 071799 from the State Bank of India, Park Street Branch, Calcutta, our bankers. I had also drawn foreign exchange from the Reserve Bank of India which was admissible under the Rules for Members of Parliament who undertake study tours. All travel arrangements for the study tour were in total conformity with the rules, regulations, laws of the land and protocol prevalent at the time and cleared by Government.

Sir, it is with infinite anguish and sorrow that I mention that all these facts could have been verified before my name was alluded to in the manner it has been done. All these facts can still be verified now by the investigating agencies/authorities. I would like to state here that any suggestions that I had gone to Taiwan at the behest and sponsorship of Shri Ram Swarup is totally baseless. In fact it was the considered view & policy of the Swatantra Party at that time, after the Chinese betrayal of 1962, that friendship with

[Shri K. P. Singh Deo]

Taiwan was in consonance with enlightened national self interest.

The other mention of my name in the said charge sheet is at page 12 which reads, I quote : "Ram Swarup's efforts were always directed to select Members of Parliament in the ruling party. While during the Janata Party regime the concentration was on.....(a number of names) during Congress (I) regime his efforts were directed towards (a number of names) including mine". Once again there is no specific charge against me.

I was elected to the 7th Lok Sabha as a Congress (I) member in January, 1980 and was appointed Deputy Minister of Defence on 15th January, 1982. It is a fact that in my capacity as an M.P. like other colleagues in this august House as well as all those in public life, I have perforce to meet and be introduced to many people from all walks of life. People also come with various public grievances, problems, applications, petitions, invitations and requests to attend various functions and participate in conferences, meetings, discussions and seminars. Invitations also come from institutions, organisations and missions as well as diplomats. There have been many occasions where I have responded to such invitations as well as have reciprocated some times. It is neither possible nor practically feasible on my part as an M.P. to check on the antecedents of every individual or body before being introduced or attending to him. There appears to be no code of conduct for M.Ps. in dealing with such situation.

During this period, Shri Rama Swarup might have met me at functions and gatherings where I was also invited. Thereafter, I do not recollect having met him. After my inclusion in the Council of Ministers from 15th of January, 1982 till I resigned, I have never attended any function of any foreign mission without the clearance of the protocol of the Ministry of External Affairs or which was not connected with my Ministerial/Parliamentary functions.

I joined the Congress in 1977 with the full conviction and realisation that under the dynamic and inspiring leadership of

Shrimati Indira Gandhi, I could render my services to the country and help build a strong, united India on the basis of policies of economic self-reliance within the country and non-alignment in international affairs, which she had placed before the nation. Besides, I was attracted by the 20-point programme formulated by her for the alleviation of the sufferings of the backward and under-privileged in the country. I stand fully committed to national integration and communal harmony and offer my full support and services to my young leader, the Prime Minister, in fulfilling the noble tasks and implementing the Congress policies as well as manfully tackling the challenges facing the country, with courage and fortitude.

I would like to give my solemn assurance that I am under oath and pledge to preserve, protect and safeguard the unity, integrity, security and sovereignty of the country, as well as the Constitution of India, both as a Member of this august House as well as a serving officer in the Territorial Army and that no sacrifice is too great to uphold it. In the immortal words of Sant Tulsidas :

*Raghukul reet Sada Chali ayee
Pran jaye, par vachan na jayee.*

It is in this context, I have had the privilege of serving in a Territorial Army Regiment in the 1971 war, charged with the responsibility of providing Air Defence to vital areas of the country and Defence installations. The Regiment was recipient of two gallantry awards for its performance in the 1971 war. I have also had the privilege of being associated with the organisation and conduct of IX Asiad 1982 besides the 7th NAM 1983 and the CHOGM 1983 in which I was a delegate too.

My conscience is clear. I have not done anything consciously or unconsciously that would in any way injure or prejudice national interest. I can only plead that public men should be saved from the insinuations and slander of unscrupulous persons who may try to extricate themselves by implicating innocent persons who have no forum to defend themselves in such cases. I now leave it to my hon. colleagues and peers. of both the Houses and the

people who have known me since 1967, to judge me. Our motto is "*Satya meva Jayate*" and I am sure truth will prevail in the end.

PROF. MADHU DANDAVATE (Rajapur) : Mr. speaker, Sir, I know that no debate can be asked on it. But as the Speaker who is the custodian of our dignity and prestige, I want to bring to your notice that some agencies are forcing Ram Swarup to make false allegations in writing against some Members of Parliament. You should inquire into the matter. I think, it is clear from the statement that he has a clean political character. One may differ with his political opinion. But he has a clean record. But this is what is being done by some elements and you should guard the dignity and prestige of the Member of Parliament. We want an assurance from you that you will guard the prestige and dignity of the Members of Parliament. You see the trend that is going on. Some agencies are forcing and coercing Shri Ram Swarup to make allegations and statements against Members of Parliament. You should go into all that. *(Interruptions)*

MR. SPEAKER : I told that when the case is over, we will take it up at a later stage, not now. *(Interruptions)*

PROF. N.G. RANGA (Guntur) : We on this side wholeheartedly agree with the demand of Mr. Dandavate.

MR. SPEAKER : I have got my compulsions.

PROF. N. G. RANGA : You have to protect our reputation.

(Interruptions)

SHRI BHAGWAT JHA AZAD (Bhagalpur) : You have a Committee of the House.

An honest Minister has been maligned like this in public life.

PROF. MADHU DANDAVATE : It is very clear from the statement and what is happening in this House.

(Interruptions)

MR. SPEAKER : I heard it. I know.

PROF. MADHU DANDAVATE : We are not worried about the property. We are worried about the character. You must defend our character and values.

MR. SPEAKER : I am one with you on this subject. Don't worry.

SHRI S. JAIPAL REDDY (Mahubnagar) : You should find out the way.

MR. SPEAKER : I have to find ways and means.

SHRI S. JAIPAL REDDY : You have to find out.

MR. SPEAKER : I have to work under rules and regulations.

(Interruptions) . I have given you my assurance that I stand one with you as far as honour and respect and integrity of Members is concerned. We are unnecessarily dragged in. This is a slur. We are going to deal with it according to the rules. Let me have the chance.

SHRI INDRAJIT GUPTA (Basirhat) : What troubles us also is the role of the Intelligence Agencies and the Police. What role are they playing in this ?

MR. SPEAKER : Now it is sub-judice. When the time comes, we will take it up.

SHRI INDRAJIT GUPTA : The modus operandi of the shady characters who may be doing...

MR. SPEAKER : It is a sub-judice case. Let me wait and see.

(Interruptions)

MR. SPEAKER : What more can I say now ? Do you want me to repeat the same thing ? I said whatever I could.

(Interruptions)

MR. SPEAKER : I have said, Mr. Rangaji, I cannot do anything more.

PROF. N. G. RANGA : With great difficulty, they are allowed to make their statements and we find it very embarrassing for us.

MR. SPEAKER : I have not allowed anybody to make a statement.

PROF. N.G. RANGA : Kindly listen to me. My complaint is about the CBI, the Police or other authorities. Why have they given out the name without first of all ascertaining if there is any truth or not? People of different parties are unnecessarily being harassed.

MR. SPEAKER : I am one with you. Why cannot you listen to me? I say that I am one with you.

PROF. N. G. RANGA : Why do you get excited ?

MR. SPEAKER : I say I am one with you.

PROF. N. G. RANGA : Are we to shout in order to be heard ?

MR. SPEAKER. I am one with you in this. Do you listen ?

PROF. MADHU DANDAVATE : Don't be one with him with such violence.

MR. SPEAKER : I am one with him. (*Interruptions*). That is why, I have to tell you that I have to go according to the rules. I cannot break them.

SHRI BHAGWAT JHA AZAD : In the House, we are speaking against black-marketeers, tax evaders and smugglers. They will put our name in the records. Police will find the name and they will say they will charge-sheet. Is this the way of functioning ?

MR. SPEAKER : I shall find a way and then do it. I am one with the House wholeheartedly.

PERSONAL EXPLANATIONS UNDER RULE 357

[*English*]

(i) Shri D.P. Jadeja

SHRI D. P. JADEJA (Jamnagar) : Under Rule 357 I would like to inform the hon. House the following facts since my name has come up in newspapers as having been mentioned in the charge-sheet made against Shri Rama Swaroop.

I have been in Parliament for three terms. It has always been my endeavour to project a good image of India abroad during my several visits to over fifty countries.

Since 1957 I have been associated with many social and political organisations with a wide range of activities and my public life is an open book.

I have been associated with several Friendship Societies and I have sought to win friends for India abroad and present a good image overseas.

The Indo-German Parliamentary group of which I am a co-convenor is an organisation of Indian and German Parliamentarians to better friendly and closer relations.

I have visited Taiwan to study the ship-breaking industry and possibilities in deep sea fishing joint ventures.

Development of Trade and increase in cultural ties will strengthen our relations and besides my parliamentary duties, I have sought to encourage such constructive activities.

I say it with all emphasis at my command that in no way I associated myself with any antinational activity.

(ii) Shri Arvind Netam

SHRI ARVIND NETAM (Kanker) : It is with considerable anguish that I rise today to make a statement under Rule 357. I wish I had been spared from making this statement. However, since the

entire Ramswaroop episode has received wide and extensive publicity and my name has been dragged, I deem it my duty to place the correct facts before this august House and let the hon. Members judge and know the correct position.

The imputation against me is totally baseless. In the first instance, I may mention that I have never met Dr. Rolf Breitenstein. There is, therefore, no question of my attending any dinner hosted by Dr. Rolf Breitenstein of an exclusive nature. Nor I was convener of Indo-Federal Republic of Germany Parliamentary body. I was only a member. The Indo-FRG Parliamentary body was like any other Parliamentary forums between India and some other foreign country. It had a very large membership. And many of my colleagues in this House and Rajya Sabha were members of Indo-FRG Parliamentary Group. I considered nothing wrong in being a member of this Forum since relations between the two countries are friendly and there have been many areas of co-operation between them. The only function which I had attended of Indo-FRG Parliamentary body was held at the Parliament House Annexe,

I have been a member of this august House in the Fifth, Seventh and the present Lok Sabha. I have always stood firm by the oath I have taken as a member of this august House. I have already been guided by the most honourable motives and conduct in the discharge of my functions as a Member of Parliament. I could not conceive of doing anything which would seem remotely regarded as being against the national interest.

Many Members of Parliament have visited Taiwan. I have also visited Taiwan, but by itself this cannot at all be regarded as objectionable or against the interest of the country.

SHRI BRAJAMOHAN MOHANTY (Puri) : Why not the Home Minister make a statement ? It is not so serious ?

SHRI V. KISHORE CHANDRA S. DEO (Parvathipuram) : The most disturbing aspect of the whole thing is the role

played by the investigating authorities themselves.

MR. SPEAKER : We will go according to the rules. You can come and see me.

SHRI DINESH GOSWAMI(Guwahati): There is no complaint or allegation against any member. Why then are their names being dragged ?

(Interruptions)

MR. SPEAKER : Let the time come and we will see

12.34 hrs.

BUSINESS ADVISORY COMMITTEE
Twentieth Report

[English]

**THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND TOURISM (SHRI**
H.K.L. BHAGAT) : I beg to move :

“That this House do agree with the Twentieth Report of the Business Advisory Committee presented to the House on the 4th March, 1986.”

MR. SPEAKER : The question is :

“That this House do agree with the Twentieth Report of the Business Advisory Committee presented to the House on the 4th March 1986”.

The motion was adopted.

12.35 hrs.

MATTERS UNDER RULE 377

[English]

- (i) Need to improve working of tele-communication system in Kota and Jhalawar districts of Rajasthan.

SHRI JUJHAR SINGH (Jhalawar): Sir, the operational efficiency of the Tele-

[Shri Jujhar Singh]

communication Department on the small and big Telephone Exchanges in Kota and Jhalawar district of Rajasthan is very unsatisfactory.

There have been constant complaints from telephone consumers of Jhalawar town, Jhalapatnam Ramgarj Mani, Bhawani-Mandi, Sangod and other small places to the senior officers and even to the Minister of Telecommunication to improve the working efficiency of the Department, but nothing substantial has been achieved so far. The behaviour of the operators and the local officers towards telephone consumers is rude and irresponsible and the complaints of wrong billing and false billing are also not uncommon.

Because of the behaviour of the staff and the poor quality of equipment at most of these places, the trunk calls do not mature for days together. The percentage of maturity of calls at some places is less than 20 for days together. It is at no time convincingly satisfactory.

12.36 hrs.

[MR. DEPUTY SPEAKER
in the chair]

It is requested that the functioning of the Telecommunication system in Kota and Jhalawar districts of Rajasthan should be improved without further delay.

[Translation]

(ii) Demand for setting up a chemical based fertilizer factory in Tikamgarh district of Madhya Pradesh.

SHRIMATI VIDYAVATI CHATURVEDI (Khajuraho) : Even after so many years of independence, not a single medium or heavy industry has been set up in the public or the private sector in district Tikamgarh of Madhya Pradesh, which is a no-industry district. The pipe-line of natural gas from Guna to the districts of Uttar Pradesh is being laid through Tikamgarh. In view thereof, a chemical fertilizer factory or some other chemical factory should be set up in this backward and

predominantly agricultural area so as to remove its backwardness and solve the problem of unemployment. I, therefore, request the hon. Industry Minister to set up the above mentioned industry there.

[English]

(iii) Demand for lifting ban on filling up of existing vacancies and the creation of new posts in the P&T Department.

PROF. NARAIN CHAND PARASHAR(Hamirpur) : Sir, the continued ban on the filling up of existing vacancies and the creation of new posts since 1985 has become a source of extreme hardship to temporary and *ad hoc* employees and the prospective candidates for employment likely to cross the maximum age limit of recruitment. It is also proving counter-productive. Over ten thousand reserved trained Pool employees in Posts and Telecommunication Departments are agitated on this score, to give just one instance. Moreover, there is a loss of revenue due to the non-availability of trained staff. A number of new Telephone Exchanges which have already been installed cannot be commissioned for want of staff. Thousands of sanctioned Branch Post Offices cannot be opened even though there were targets in the Sixth Five-Year Plan for this purpose.

I, therefore, request the Union Government, particularly the Minister of Finance, to lift the ban totally or relax it so that the P & T Departments are exempted from its operation as was done in the case of the ban imposed during the term of the Fifth Lok Sabha.

[Translation]

(iv) Demand for making registration of marriages obligatory.

SHRI SHANTI DHARIWAL (Kota) : Mr. Deputy Speaker, Sir, under Rule 377 I would like to draw the attention of the House to the need to make registration of marriages obligatory by treating it as a contract.

Religion has an important place in our country. The parents of the bride regard

it as their religious obligation to give some gifts to the bridegroom and his relatives known as dowry at the time of 'Kanyadan'.

During the past few years dowry has taken an ugly shape which has resulted in apprehension in the mind of the parents about the happy married life of their daughters. After the marriage, the bridegroom party puts pressure on the bride to bring more and more in cash and kind from her parents and when such demands are not met they do not hesitate to immolate the girl or adopt other cruel methods to kill her due to which dowry has become a stigma on the society.

Recently, Government have made provision whereby the bride side as well as the bridegroom side have to give details of the articles given at the time of marriage as dowry. But this provision is not being followed in practice and as a result thereof there is still apprehension in the mind of the people.

I, therefore, request the hon. Minister of Home Affairs to provide for registration of marriages by treating them as contract so that the apprehension in the mind of the parents of the girl could be removed to some extent.

[English]

(v) Need to provide more financial assistance to the State Government of Maharashtra for solving drinking water problem in the State.

SHRIMATI USHA CHOUDHARI : (Amravati) : The State of Maharashtra is facing acute scarcity of drinking water due to severe drought conditions. As on 22nd February, 1986, there were as many as 872 villages where drinking water was being supplied by tankers/bullock carts as an emergency measure. In the coming summer months it is expected that this number of villages would increase to 11000 which comes to 25 percent villages in the State. Accordingly, a master plan has been prepared and the State Government has undertaken a massive programme on war footing to provide drinking water supply in affected areas of the State and the State Government is spending large amounts on this account. Against the assistance of Rs. 42.77 crores asked by the State for

the period upto 30.6.1987, an assistance of Rs. 9.44 crores has been sanctioned by Government of India. 110 towns in the State are facing acute drinking water scarcity. In order to ensure regular water supply to those towns, Government has already undertaken the work of emergency water supply schemes costing Rs. 1543.33 lakhs. Here also a meagre assistance of Rs. 1.20 crores has been sanctioned by the Government of India. I am requesting the Central Government, through you Sir, to consider the case of Maharashtra sympathetically and release more funds to meet the situation.

(vi) Demand for taking necessary measures to provide facilities to fishermen at Kasaragod Harbour in Kerala.

SHRI I. RAMA RAI (Kasaragod) : Though our country has a vast potential in Arabian Sea to exploit fishing, development has been hampered because of lack of shore facilities and suitable marketing avenues including facilities for freezing and canning. Kerala has a coast line of 590 kms. Though it is 10% of India's coast line it contributes 40% of the fishery products exported from India. Kasaragod town in Kerala has a natural harbour in the river estuary which is completely neglected due to silting. Though a fishing harbour is recently built on the river side, this is used only for bringing the boat near the road to unload the fish catch. Neither the boats can be parked there nor any repair work can be made to the boats. A deep passage by putting up bunds on either side of the river mouth can provide the boats a safe passage to the existing fish harbour. This can even prevent the natural boat parking place called 'GORE' from silting. Immediate attention has to be given to the natural Port at Kasaragod to remove the difficulties of a large number of fishermen in Kasaragod in the State of Kerala.

(vii) Demand for intervention of Union Government for lifting lockout in all on-going projects by N.B.C.C. management.

SHRI BASUDEB ACHARIA (Bankura) : A serious situation has been created by declaration of lock out in all on-going projects by the N.B.C.C. management which would irrevocably delay vital projects like Kolaghat Thermal Power Station, Metro Railway etc. affecting the well-being of millions of people. The

[Shri Basudeb Acharia]

management suspended all leading office-bearers of the majority union including a person who was on leave for 3 days and was miles away from the spot. Now when the State labour department has intervened certain conditions are being imposed which would mean negation of an earlier agreement.

Imposition of such terms indicate as if the entire episode is to stop work and force the workers to accept terms derogatory to their own interest. Besides the N.B.C.C. management has refused to pay equal wages for equal work. Hence intervention by the Union Government for lifting of lock-out and settlement of the just demands and implementation of the agreement is demanded.

[Translation]

(viii) Demand for achieving the objectives laid down in the Sixth Five Year Plan for removal of poverty and un-employment in Bihar.

SHRI RAMASHRAY PRASAD SINGH (Jahanabad) : Mr. Deputy Speaker, Sir, the Government of India had formulated a plan for the removal of poverty and elimination of extremists in the country. The National Development Council and the Bihar legislature had decided to train 6 lakh unemployed youths in the rural areas of Bihar and to provide employment to them during the Sixth Five Year Plan. The Sixth Five Year Plan ended on March 31, 1985 but hardly 36,000 unemployed youths have been trained to date. This welfare scheme was intended to cover each and every Block but even then it could not be implemented in 25 Blocks of Jahanabad sub-division. It was proposed in the Sixth Five Year Plan to raise 27,61,000 families, in other words 1.5 crore persons, of the Bihar state above the poverty line by March 1985. The Government of India had provided Rs. 450 crores for this purpose. But against this target not even 27,000 people were raised above the poverty line during the Sixth 5 Year Plan as per the norms of the Government. It was proposed in the Sixth Plan to provide cows, buffaloes, hens, pigs, rickshaws etc. to the families reeling under poverty to increase their income.

The Government is requested to achieve the targets fixed by them and to provide employment to the youth.

[English]

(ix) Demand for providing financial assistance for construction of a dam across river Subansiri in Assam.

SHRI M.R. SAIKIA (Now-gong) : Sir, Assam is a land of excess water in summer and practically no water in winter in the dry months. As a consequence this State which serves as a bowel of the North Eastern region suffers from regular and frequent visits of high flood causing human suffering, loss of lives and properties of serious proportions. In addition, the recurrent flood cause serious dislocation of road for railway communication causing great distress economically or otherwise. The Brahmaputra Board constituted by the Central Government has submitted a plan for construction of a dam across river Subansiri which has its source in Himalayas. The cost of the proposed dam would be nearly Rs. 3068.00 crores. The project when completed will not only control flood but also will provide much needed irrigation facility for multiple cultivation of crops not only in Arunachal but also in Assam valley. Further this project will generate 4800 MW of electricity costing only 21 (twenty one) paise per unit against the present levy of more than 65 (sixty five) paise per unit. It will not only help N.E. region in the matter of supply of power but also other neighbouring States in India. I urgently urge upon the Union Government to sanction the required amount of monetary grant as estimated by the Brahmaputra Board.

RAILWAY BUDGET 1986-87-GENERAL
DISCUSSION—Contd.

[English]

MR. DEPUTY-SPEAKER : The House will now take up further general discussion on the Budget (Railways) for 1986-87. There is a long list of hon. Members who want to participate in the debate. So, I request the hon. Members to be very brief and take only

five minutes. They should only mention the points concerning their constituency. Those who speak for more than five minutes it will not go into the record. Now, I call Shri Virldhi Chander Jain...

[Translation]

SHRI VIRLDHI CHANDER JAIN (Barmer) : Mr. Deputy Speaker, Sir, I welcome the Railway Budget for 1986-87 presented in the House. In this Budget no increase has been effected in the freight rates and fares of ordinary trains. I welcome this step also.

The increase in the second class fares of Mail and Express trains and First class and Air-conditioned fares is marginal. This increase works out to be Re. 1 and somewhere Rs. 2. It does not make much difference. I welcome the decision of enhancing fares marginally.

I also express my thanks to the hon. Railway Minister for achieving success in regard to the safety, punctuality in the Railways as well as increasing speed of the trains.

It is a welcome step to start train service in the desert areas from Barmer to Agra Fort. A Super Fast Train 'Medore Express' has also been introduced from Delhi to Jodhpur. It leaves Delhi at 6.10 p.m. and reaches Jodhpur the following day at 10.45 A.M. Covering a distance of 900 kilometres in such a short time on a metre-gauge line is a record in itself. I would like to convey my thanks to the hon. Minister for this.

No policy is being formulated for laying new railway lines in the desert areas. No provision for new railway lines for our desert areas was made in the Sixth, Fifth and the Fourth Five Year Plans. My parliamentary constituency is Barmer and the constituency of the Railway Minister is in Haryana. My constituency is bigger than even Haryana state. Neither has any survey been conducted for new railway lines in those areas nor any railway line is proposed to be laid there. I have submitted a proposal to provide a railway line between Phalaudi and Kolapat, a dis-

tance of 100 Kilometres. It will connect Jaisalmer with Delhi directly. Survey for this line was conducted in 1949.

Jaisalmer is an important tourist centre. The Rajasthan Canal or the Indira Gandhi Canal has also reached there. Oil and Gas have also been struck in that area. It is a very important place from every point of view. The agricultural production will also increase there. It is also important from the point of view of minerals. We shall be grateful to you if survey is conducted and a railway line is laid there. If a railway line is laid from Phalaudi to Kolapat, it will be of immense advantage to the desert area.

The broad gauge line from Pathankot to Kodala *via* Bikaner should be extended to Barmer *via* Jaisalmer. This would benefit an important border area of Rajasthan. The Rajasthan canal is also likely to reach that area which will result in the increase of agricultural production. This railway line is, therefore, very important from every point of view and it should be taken up in the Seventh Five Year plan.

In my constituency there is an area of 45 kilometres from Ramgarh to Hamina. High quality lime has been found in large quantity in Ramgarh. Lime of such high purity is not available anywhere else. This can bring improvement in the condition of Jaisalmer district. If this railway line is laid there, Jaisalmer district can become industrially advanced. There is need to take this aspect into account.

I express my thanks to the hon. Minister for accepting some of my proposals submitted by me earlier. Some coaches from Kutch (Western Railway) are connected at Bheelra with the train running between Jodhpur and Ahmedabad—a distance of 265-266 kilometres. This creates innumerable difficulties. We want that this train should be an independent one and run from Jodhpur to Bhilwara *via* Ahmedabad. It should have no connection with Kutch. An independent train will give great relief to the people of Barmer and Jalore districts. I had made request in

[Shri Virdhi Chander Jain]

this connection earlier also. Action should be taken on it without delay.

You had agreed earlier also for setting up a coach factory in Rajasthan. Shri Girdhari Lal Vyas had suggested that the factory be set up in Ajmer and I would recommend Jodhpur for it. It is situated in the heart of the desert areas and in this way the desert areas will be greatly benefited. Jodhpur is centrally located and there is a workshop also which would be quite helpful. It will accelerate the development of this desert areas.

[English]

Mr. DEPUTY-SPEAKER : Please conclude now.

[Translation]

SHRI VIRLDHI CHANDER JAIN : I shall conclude in two minutes. I want that the coach factory should be set up in Jodhpur so as to accelerate the development of the desert areas.

The Reforms Committee has made recommendations in regard to the metre gauge line. Vyasji has suggested that a separate zone be created. I also support this suggestion. This work should be taken up for the development of the desert areas. With these words I support the Budget presented here.

SHRI DAL CHANDER JAIN (Damoh) : Mr. Deputy Speaker, Sir, the Railway Budget presented by the hon. Railway Minister has been prepared with imagination and perception for which I want to thank him. Alongwith it, I want to draw your attention towards certain issues.

Mr. Deputy Speaker, Sir, my area is Bundelkhand which is a backward area and majority of the people there have not seen a train so far. If the people there are asked to describe a train etc., the people living in the remote villages will not be able to describe it because they have no conception of a train. There is no rail line in Bundelkhand. I would,

therefore, request the hon. Minister that till the railway line is laid there, some coaches should be exhibited there so that we can show them to the public and tell them that a train looks like this.

13.00 hrs.

Mr. Deputy Speaker, Sir, I propose that a railway line should be laid from Satna to Damoh *via* Panna, Chhatarpur, Malhara, Hirapur and Bakasvaha. There are huge rock-phosphate deposits in Hirapur and iron ore is also available in abundance in the nearby areas. At present, rock phosphate is sent to Sagar through trucks which is about 80 kms. away. From there that is sent by rail to South for manufacturing fertilisers. The small factory owners there do not get wagons. I request the hon. Minister to take note of this and make available wagons to the small factory owners who sent rock phosphate to South for manufacturing fertilisers. When the industrialists are asked to set up their factories in that area they reply that rail facilities are not available there. When we request the Railways, it is replied that the survey there shows that scheme is not viable and there is the constraint of resources also. I request the hon. Minister that if he makes up his mind the resources can definitely be mobilised. Where there is will there is a way. If the hon. Minister decides to do a thing the resources are bound to be available. I want to give a suggestion. Just as the Rural Electrification Corporation has issued bonds, if the Railways also issue bonds to construct new rail lines and provide rail lines in the backward areas, it will be a commendable step. I may also submit that no fast trains run in the backward areas but on the lines where a fast train is already running, another fast train is made available. A train should be started from Varanasi to Ahmedabad *via* Katni, Bina, Bhopal, and Indore and another train should be started from Varanasi to Bombay *via* Allahabad, Katni, Bina, Bhopal, Itarsi. I hope the hon. Minister will consider this request seriously. It will not be an exaggeration if Bundelkhand is called Madhya Bharat (Central India). Our area is 'No-industry district'. So far no first class industry has been set up there. If a coach

factory is opened there, it will prove very beneficial for the people of the area. The infrastructure required for setting up the factory is available there. Overbridges on the railway crossings on the national highways are constructed by the Railways as per the norms laid down by them. The hon. Transport Minister is sitting here and surface and railway transport both are under him. I, therefore, want that approach roads on the national highways should also be constructed by the Transport (Railways) Ministry. I think the entire House will be one with me on this suggestion. For this, I hope you will change the policy. I want to give an example. There is level crossing in Sagar on the National Highways. At least 40 trains pass through that crossing. If for one train, the gates are closed for 10 minutes, which usually remain closed between 15 to 20 minutes, then that gate remains closed for about 12 hours and remains open for 12 hours. What are the rules in this regard? For how many minutes the gates should remain closed? There should be definite instructions in this regard. About maintenance also I would like to say something. In some coaches there are no lights and in others fans are missing. When asked about this, the maintenance people say that they do not have the material. Because of the shortage of only few items, the coaches are not maintained. It should not happen. In the absence of maintenance, the passengers have to suffer unnecessarily. There is no direct train between Allahabad and Bhopal via Katni, Sagar and Bina. There should be a definite scheme to start a train on that line so that the passengers may get the facility. I thank you that you listened to my views attentively. I think the House will agree with my views and early action will be taken on my suggestions.

[*Engl.sh*]

MR. DEPUTY-SPEAKER : Smt. Jayanti Patnaik. Be very brief. Only 5 minutes. We will have to allow other members to speak.

SHRIMATI JAYANTI PATNAIK (Cuttack) : Mr. Deputy-Speaker, Sir, the

Ministar of Transport, who has presented the Railway Budget, has taken care of the raising of funds from the section which can afford to pay higher fares for the services. The philosophy behind the Budget is that the Railways want to contribute in checking the inflationary pressures. Hence the freight tariff has been kept untouched. It has taken care of the outlay by raising it to Rs. 250 crores through bonds. But the thing is that even if they enhance the outlay this will not allow for the required growth of the Railways. Still higher outlay would be needed to clear the massive backlog in many directions. I must say that in this Budget, the Transport Minister has observed, strict financial discipline which is rarely found in Public Sector organisation these days.

(*Interruptions*)

DR. KRUPASINDHU BHOI (Samalpur) : Sir, no Railway Minister is present here. So we will not get justice.

MR. DEPUTY-SPEAKER : We will convey it. Don't worry.

SHRIMATI JAYANTI PATNAIK : We want to highlight the problems of Orissa.

MR. DEPUTY-SPEAKER : Please carry on. They have taken down all the notes. What is your point. Your point must be conveyed, that he is doing it. There are two persons so don't worry.

DR. KRUPASINDHU BHOI : How will you satisfy us? We are not satisfied with. We are not baby and in fact we are...

(*Interruptions*)

SHRIMATI JAYANTI PATNAIK : Sir, I am coming to my State-Orissa. Orissa did not have its due share in the Railway growth in the pre and post independence era. It had only 1300 kms. of railway line against the national network of 54,000 kms. till 1950-51 which was 2.3 per cent. This also was constructed just to connect Calcutta and Madras. The Britishers would not have constructed this line...

(*Interruptions*)

SHRIMATI JAYANTI PATNAIK : Had there been any other way that to connect Calcutta and Madras, that did not touch the interior of the State. After independence 648 kms. of route extension could be made during the period till 1979 and 1980 which works upto 3 per cent only. You must also take care of the backward areas which are full of Scheduled Castes and Scheduled tribes. Their population is about 40 per cent. You should also take care of the per capita income, which is below the national average.

13.08 hrs.

[**SHRIMATI BASAVARAJESWARI in the Chair.**] So, Sir, in order to plan out the Budget, you should have taken care of these things because whatever works you have already taken up, should not be discouraged. I must say something about Jakhpur-Banspani. The first phase of Jakhpur-Banspani has already been completed and only second and third phases are left out. I must say that whatever money has already been invested for this line should not go waste. Moreover, that offer of Hundai Corporation of South Korea given to the Central Government involves an export of about 4 million tonnes of iron ore from the country to South Korea, which will be a great boon for the iron-ore mining industry in the country, which is now passing through a critical phase. Valuable foreign exchange can be earned and thousands of people will get employment. Paradeep can also be developed in a big way. This integrated project includes extension of the railway link from Daitari to Banspani, in view of the fact that when the whole line would be completed it would connect Paradeep with its hinterland and the distance from Paradeep to Banspani would be reduced by about 332 kms.

MR. CHAIRMAN : Shrimati Jayanti, please conclude.

SHRIMATI JAYANTI PATNAIK : Only two minutes, Madam.

DR. KRUPASINDHU BHOI : Five minutes, Madam. This is very interesting. Let us divide.....

(*Interruptions*)

SHRIMATI JAYANTI PATNAIK :

The Railways should seriously consider to complete this line so that the Central approval for the integrated offer can be accorded and this project can go through.

Now, I come to Koraput-Ralgagada Railway Line. The Railway Minister should see that this Railway Line is completed by the end of 1987. The complete line is required for transporting alumina from Demanjodi to the Smelter Plant at Angul.

I must also speak about Talcher-Sambalpur line. It is very disheartening that only Rs.2 crores have been provided. The idea was to start this railway line from both the ends, i.e. from Sambalpur and from Talcher. How can you provide only Rs.2 crores, if you start the work from both the ends? This line is supposed to open up a very backward and mineral-rich area. No appreciable progress has been made so far, for the establishment of a railway Division at Sambalpur. The foundation for both the Talcher-Sambalpur line and the railway division was laid by our Prime Minister. Enough funds, and adequate funding in the Railway Budget should be made for both these things.

I would like to tell the Railway Minister : the world is moving fast, and one wants to move fast, from one end to another. When we travel by air and train, we are spending the working hours of the day. Most of the working hours of the day are spent. Especially with regard to connecting state capitals and the country's capital, I must say that some coordination should be there. When we want to come from Bhubaneswar to Delhi, even by coming by train and then catching the plane, if do not lose the working hours of the day. We should go for it. Now, Sir even if we travel by train from Bhubaneswar to Delhi, we are losing working hours on two days. Even if we travel by air, we lose them also. Suppose we come from Bhubaneswar to Calcutta by plane; in that case if you can connect the air travel also, we may save some working hours. I request the Minister kindly to look into these things. With these words, I conclude.

SHRI DINESH GOSWAMI (Guwahati) : Madam Chairman, already a time limit

has been put on our speeches. I will not go into the general aspect of the Railway Budget. But I will try to highlight some of the problems that we face in our constituency, and also in the entire north-eastern region.

The first thing that I want to put across to the Railway Minister is that under the terms of the Assam Accord, it was decided that full relief would be granted to those employees who were victimised during the Assam movement. Unfortunately, many of the employees who were victimized during the Assam movements are yet to get their relief. In fact, a very shady type of stand has been taken by the Administration in some cases, i.e. in respect of the some of the employees who were victimized during the movement, it is now being told that they were not victimized during the movement, but that they were retrenched, or their services were terminated on other grounds. This type of an approach not only frustrates an Accord which one could get out of seven years of instability in that region, but it also creates lack of confidence in the minds of the population in the Government at large; and, therefore, I request the Railway Minister to particularly call for all cases concerning that period and see that the terms of the Accord are fully implemented. After all, the President in his Presidential Address has given an assurance to this country that the Accord would be implemented in full.

So far as the north-eastern region is concerned, have been given priority. One is the Jogighopa-Guwahati construction of rail-cum-road bridge across the Brahmaputra. It appears from the figures that you have given, that out of about Rs. 87 crores which will be necessary, or slightly above Rs. 87 crores, only Rs. 1 crore have been allotted this year. In that case, it will require 87 more years to complete that project. I do not know whether after 87 years there will be railways, or some other mode of transport. I would urge upon the Railway Minister to see that an unrealistic sum is not given to placate the feelings of these people, but that a realistic sum is given so that some

headway can be made towards progress in this Jogighopa-Guwahati rail-cum-road bridge.

There has been a long standing demand for extending the broad gauge line upto Dibrugarh. You have included it under gauge conversion. It appears that the present estimated cost is about Rs. 100 crores, if I am correct. And no sum whatsoever has been allotted, except a symbolic sum of Rs. 1,000. Therefore, the Railway Minister seems to have given up this project for the time being. I will urge upon the Minister to make adequate provisions for it.

The Tinsukia Mail, which is the fastest Mail Train available to Gauhati, takes about 44 hours; it runs completely with dilapidated coaches. Probably, in terms of unpunctuality, this train will be in the forefront of all the trains. Its catering services are horrible. As I said, its coaches will get first position if there is a vintage rally of the railway trains. Why do you treat the people of the north-eastern region as if they are second class passengers. Cannot they avail of the better type of coaches? I request you to see that the coaches are improved and we demand a first train right upto Gauhati because you know the linkage of north-eastern region with the rest of the country is not only important from the point of view of communication but also from the point of view of bridging the lack of emotional integration that we see in some of the areas where the secessionist activities are yet at large. I will urge upon the Railway Minister from the overall broad point of view of national interest and also communication that the Tinsukia Mail should be given some priority for improvement.

While extending the broad-gauge line upto Gauhati, what has been done is that the line has been taken through Gauhati. Now, there are 31 railway gates in Gauhati and there is only one over bridge with the result that the Gauhati City has virtually come to a standstill; a city which is already overcrowded, has become almost a second edition of Calcutta. Today, the city has come to a standstill. In fact, representations from the people have been

[Shri Dinesh Goswami]

submitted to the Railway Minister and also to the Prime Minister that the broad gauge line should be taken outside the city. The government have said that Rs. 1 crore has been spent on the time. But considering the ecological aspect and considering all other aspects, I will urge upon the Railway Minister to take immediate steps so that this line is taken outside Gauhati. Otherwise, Gauhati within 3-4 years will be completely a dead city.

At the Gauhati Station which is an important station, there is no adequate arrangement for replacement of coaches. I have personal experience. There is only one second-class AC. On many occasions, this second-class AC goes out of order, and the passengers of the second-class AC bogie are put into the second-class bogies with the result that they are put to lot of inconvenience in spite of the fact that they have confirmed reservations. I know that, on occasions, even the second-class bogies were also taken out. So, there should be adequate provisions for replacement of both air-conditioned coaches and other coaches. In fact, I had the peculiar experience of the train refusing to move because the engine was out of commission. I do not know whether in any other part of this country the engine goes out of commission. Therefore, something should be done about it.

Quota for passengers from Guwahati is absolutely inadequate. I know Assam is a place where we have the highest incidence of cancer; a large number of passengers come today to Vellore and they take advantage of the Trivandrum Express. But there are only four seats in the first-class and 128 in the second class. I personally inspected the register and found that the waiting list of passengers comes to hundreds. Therefore, quota of seats on this train should be increased.

As I demanded earlier, I still request the Railway Minister to give a super fast train right from Delhi to Gauhati. There should be a minimum number of halts. For example, one halt is at Kanpur, another halt is at Patna, third halt is at Jalpaigori or for operational reasons one

or two more halts should suffice. But, we would like to have a Rajdhani Express type of train for that region because it is virtually impossible to go from one part of the region to our part of the region by a train without substantial loss of time. For example, you can go to Calcutta easily; you can go to other parts of the country easily.

Another demand which the people of Assam is making for long and on which an assurance was there was about the divisional headquarters at the place called Rangia, about 30 kms. from Gauhati. Well, I do not know why our demand which was conceded by the Government at one stage or over which a big agitation was there, the Railway Ministry is now sleeping. This is a place where a coach factory probably can be established and I request the Railway Minister to look into it.

I have also received representations that there should be link from Gauhati to Bongaigaon which will help a large number of passengers. I request the hon. Minister to look into it.

The other aspect to which I would like to draw the attention of the Railway Minister is about the announcers employed by the Railways. I am told that they are paid only four or five rupees a day. It can be very well appreciated that it is not possible to get on these days with such a pittance. Therefore, I urge upon the Railway Minister to see that the announcers are paid some reasonable amount instead of the present rate of four to five rupees per day. I represented this earlier to the Minister of State also but nothing has been done. After all, in any case, we should not take undue advantage of the helplessness of some persons. We should not pay only a few rupees, which is even less than the minimum wage to labourers. This is a problem which the entire country has to consider. If those announcers are not on the permanent staff of the Railways, they should be taken in as permanent staff and given some reasonable wages.

I hope the hon. Minister will try to look into these matters, and if it is not possible,

I hope that a written answer will be given from him as has been the practice in this House.

SHRI VAKKOM PURUSHOTHAMAN (Alleppey) : I congratulate the hon. Railway Minister for presenting a Railway Budget which has many salient features to be appreciated even though I have got my own complaints as far as my State is concerned. In spite of the price hike in diesel oil the Government have refrained from increasing the fare for the season ticket holders and for the ordinary second class passengers.

Secondly, it has to be appreciated that there is no rise in the tariffs on the carriage of goods and parcels. The Railway Minister can be proud of increasing the efficiency and enforcing the financial discipline in the department. It has helped him to report excellent financial results in his budget.

I do not want to go into the details of either the Budget or the difficulties of the passengers due to lack of passenger amenities which my friends from both the sides have already narrated. But I want to bring to the notice of the Government about the negligence shown to my State in not providing sufficient funds in the Budget.

Sir, in spite of so many good features in the Budget I am extremely sorry to say that due share is not given to my State. But I am thankful to you, Sir, the Railway Minister, Bansi Lalji, for increasing the provision for broad gauge line from Ernakulam to Alleppey and then to Kayamkulam. Last year, the provision was only two crores and one thousand rupees. I have given representations to Shri Bansi Lalji, many times and he was good enough to increase the provision to Rs. 4 crores.

[Translation]

SHRI NARAYAN CHOUBEY (Midnapore) : Bansi Lalji is taking sides and working against our interests.

[English]

SHRI VAKKOM PURUSHOTHAMAN : But I am not satisfied with this meagre increase. Even now we require more than Rs. 20 crores to complete this project. The construction of this new broad-gauge line from Ernakulam to Alleppey was inaugurated in 1979, but the progress of work was very slow. The distance of this line from Ernakulam to Kayamkulam via Alleppey is only 100 kms. You know that the existing Ernakulam—Trivandrum broad-gauge single line is fully saturated and the present utilisation of line capacity is of the order of 110 per cent of the chartered capacity. So, this single line is not in a position to carry very heavy traffic in the section and this results in the detention of a number of prestigious mail and express trains running in this section. With the commissioning of the broad-gauge line from Tirunelveli to Tuticorin Harbour additional traffic is flowing into this section. Further the Food Corporation of India is expanding its storage capacities in various stations like Mavelikara, Karunagapalli, Kazhakoottam, etc. The Kerala Minerals and Metals Ltd. near Karunagappally and the Hindustan Paper Corporation near Pirarom Road will also offer substantial traffic in the next few years. To cope up with the heavy traffic it is very essential to provide more funds and also to double the Ernakulam—Trivandrum line. Considering this aspect, the Ministry has ordered survey for the doubling of the line from Kayamkulam to Trivandrum, the idea being that the new line under construction from Ernakulam to Kayamkulam via Alleppey will serve as an alternate route for Ernakulam—Kayamkulam line. It is essential that a substantial amount should be allotted for this line so that it can be completed within the next two, three years.

The State Government has also been repeatedly requesting for a new broad-gauge line from Trichur to Kuttipuram via Guruvayoor. Sir, you know the importance of Guruvayoor. So many people from all over the country come to Guruvayoor to worship Lord Krishna of the Guruvayoor Temple. A survey has also

[Shri Vakkom Purushothaman]

been done some years back, but no provision has been made in the Budget.

The State Government has also been repeatedly requesting for other broad gauge lines also like Chenganoor to Trivandrum via Pandalam, Adoor, Kottarakara, Ayoor, Kilimannoor, Nedumangad and Cochin-Madurai railway line, etc. But nothing has been considered. I understand that the State Government has offered electricity at a cheaper rate for the development of railway in Kerala. If that offer is accepted and electrification is done, I am sure that the financial return on the capital investment will be more than 20 per cent.

While protesting for the insufficient allotment for my State, I very strongly support the Railway Budget.

SHRI SHARAD DIGHE (Bombay North Central): I rise to welcome the Railway Budget which has been presented by the Transport Minister.

First of all, I thank the Transport Minister for not proposing to raise amount on monthly season tickets which would have affected the daily commuters of Bombay. I must also congratulate him for also not proposing to raise any tariff on the carriage of goods and parcel of any commodity whatsoever.

There are many good proposals but for want of time I would not go through them. I will straightaway come to the point that the position of the Railways at present has to be gone through very seriously. Now the Capital-at-charge hike is nearly 25 per cent. During the last two years as we see at page 55 of the Explanatory Memorandum on the Railway Budget 1986-87. But after making this hike of 25 per cent during the last two years in the Capital-at-charge, the increase in the Traffic Plan for goods during this whole period is only 11 per cent which is borne out at page 4 of this Explanatory Memorandum on the Railway Budget. Similarly, the passenger traffic increase during the

same period is only 10 per cent. This is shown at page 5 of this Explanatory Memorandum. So, what I want to submit is that investment in the form of Capital-at-charge is not fairly reflected in the increase in the traffic plan for goods and also for passenger traffic during the same period. That means that the working expenses of the Railways are little higher and, therefore, urgent steps have to be taken to reduce the working expenses of the Railways within a short time. Even in the Seventh Five Year Plan, the observations have been made in Volume-II, page 213, that "the system is beset with excess manpower and the manpower development has not kept pace with technology upgradation." Now, if we see the other documents, they will also prove this point.

As far as the increase in the fares in respect of certain classes is concerned, I would like to submit that, really speaking these increases do not help to develop the railways because most of this amount ordinarily goes to the working expenses, namely, the salaries of the employees etc. It is a well-known fact that the Cost of Living Index always follows the rise in the railway fares. Transport charges are also a part of the Cost of Living Index and, therefore, raising the transport charges or fares, really speaking, do not give us the additional advantage of resources for the development of railways.

We must very carefully see the shortfalls and the profits made by different regions. There is a large imbalance in that. If we see the losses made by the Eastern and the North-Eastern regions, we will see that continuously these regions have been making losses. At page 67 of this Explanatory Memorandum on Railway Budget, the shortfalls regarding Eastern Railway are given. There we will see that the surplus or the shortfall for the year is always minus. That means there has been shortfall in all the years since 1980 till the Budget Estimates of 1986-87, and that has been very large also. Similarly, in the case of North-Eastern Railway also, at page 71 of the Explanatory Memorandum we see that the shortfalls are nearly 38.2 per cent. So, in different regions

there are different conditions and we should concentrate on the regions where there are continuously losses so that they are not run at the expense of other regions which are doing well. As the time is very short, I would refer only to two or three matters regarding Bombay city.

As far as Bombay city is concerned, I may say that 50% of the total passenger traffic moves by the Bombay suburban trains. I have got certain figures which show that last year, that is, 1984-85, the Indian Railways carried 333 crores of passengers. That comes to 90 lakhs per every day. Out of this 90 lakhs passengers nearly 45 lakhs passengers travel by Bombay suburban trains. Therefore half of the passenger traffic is from Bombay suburban railways alone. Therefore, I would like to stress that much more attention should be paid in this respect.

In this connection, I wish to point out that additional pair of lines between Andheri and Bandra with a fly-over at Raoli junction has to be provided urgently. This has been asked for number of times. Now what is provided for in the Budget is only one crore of rupees as against the balance cost of sanctioned cost of Rs. 43.72 crores.

The extension of railway line from Mankhurd to Belapur with bridge across Thane creek is also pending for a long time. 10 lakhs are provided in this Budget. I do not grudge it because the Maharashtra Government has undertaken to incur a large amount of this cost. Therefore I would not make that point now.

Now, my last point is this : Double Discharge Platform at VT station is also urgently required to meet the needs of the large crowds in the suburban section.

As far as the Bombay suburban railways are concerned, the EMU rakes have become very much over-aged. This year's budget shows that 50 new coaches are proposed to be added. This is given at page 116 of the Works, Machinery and Rolling Stocks programme. Out of these 50 coaches how many will be allotted to the Bombay city, I don't know. The

rakes are very old and over-aged and they are likely to meet with accidents and therefore these have to be replaced. Urgent action has to be taken to replace these old rakes.

Lastly, there should be a separate zone for the Bombay suburban system. This separate zone should be established immediately. It was considered long ago by the National Transport Policy Committee. It was considered for some time and thereafter no action has been taken. If that proposal is taken into account then the problems of Bombay can be successfully solved. This must be immediately attended to.

With these words I conclude my speech. Thank you.

SHRIMATI KISHORI SINHA (Vaishali) : Madam Chairman, even though there is a cloud of gloom due to the death of 33 people and injuries to many, as a railway train ploughed through a crowd of people watching fireworks from the railway track, I cannot resist congratulating the hon. Railway Minister and his able colleague, Shri Scindia, for all-round developments recorded by the Railways.

The Railways were able to move 230 million tonnes in 1983-84; 236 million tonnes in 1984-85; and during the current year, i.e. 1985-86, we are assured, on the basis of the performance of the past 9 months, that the Railways will not only move 250 million tonnes of freight traffic, but that they would exceed the target set.

The financial position, as judged by Revenue receipts, is also satisfactory, yet the fares of AC 2 tier sleeper, AC chair, cars, First Class and AC First Class have been raised rather steeply. In the context of all-round rise in prices, this increase in passenger fares is bound to hit even the so-called affluent section very hard. In addition, increase in surcharge for the 2nd night by Rs. 5/- even on ordinary 2nd Class sleeper berth will fall heavily on the travelling public, not all of them can afford to pay even Rs. 5/- more. I would plead with the Railway

[Shrimati Kishori Sinha]

Minister to consider reducing the percentage increase of fares and surcharges. With better management and stricter discipline it should not be difficult for the Railways to raise additional revenue.

I would first take the case of ticketless travelling. As many as 4 lakh passengers are caught every month. There has been an increase of 14.20% over those arrested last year. I think, this is the tip of the ice-berg. A lot more travel without tickets. I would submit to the Railway Minister that there is a collusion of Railway employees in this game with the result that there is a good deal of leakage of revenue. Apart from rousing the conscience of ticketless travellers, the vigilance machinery should be strengthened to keep a watch on such employees, which will help earning revenue.

There is also leakage in freight earning traffic. Loss due to pilferage entails financial liability on Railways. There is need for improving the machinery to guard against underweight and pilferage. Computerisation will be able to keep track of the wagons, and Railway Protection Force should be motivated to check such malpractices. We can improve our revenue earning in this way also.

I would now take up passenger traffic. It is stated in the budget "it will be difficult for some more time for the Railways to create any substantial additional capacity for movement of passenger traffic." It is perhaps due to shortage of passenger coaches for which the Rail Coach Factory at Kapurthala has been set up. But this factory will go into production by 1988. Till then, there will be no effort to provide additional capacity. So, despite encouraging performance financially, is it not a pity that Railways are unable to overcome the perennial problem of overcrowding? It is likely to get worse. What would be the position? There would be gatecrashing by unreserved passengers into the reserved compartments. This is already happening, more

so during day time. Second class passengers travelling by sleeper coaches are sometimes assuaulted by such unreserved passengers. The passengers holding reservation, quite often lose their luggage apart from being inconvenienced. You have only to watch such trains as Assam Mail, and Neelanchal Express to see thing for yourself.

My second suggestion to the Railway Minister is that he should appoint a study team to go into the question of shortage of passenger coaches in order to suggest measures for optimum utilisation of the existing capacity. The Railways are no doubt making efforts at rationalisation by cutting down idling periods and better time-tabling. But there is still scope for improving the operations. Despite speeding up prestigious trains like Frontier Mail and Kalka Mail, they still take 24 hours to reach their destinations all these 20 years. Why?

I want to lay emphasis on the need for punctuality of trains. It is, indeed, very irritating, apart from causing dislocation of one's work schedule. Trains ran on time when Shri Hanumanthaiah was the Railway Minister. There is no reason why trains should be late at all and that too habitually, particularly the trains coming from Patna, when the Railway Minister is no less a person than Shri Bansi Lal, who is known for his drive and effectiveness.

I am aware of the efforts being made to make trains run on time. I appreciate this; still I feel there is room for improvement. Many a time trains are delayed due to lack of foresight and imagination in those who are in charge of control. The control system needs to be continuously updated. With progressive computerisation it should be possible to keep watch on various trains and regulate their movements so as to avoid delay due to internal operational reasons. While making the rail travel safe, it is also necessary to make the trains run on time. Ours is the second largest Railways in the World, and we should compare its performance with that of the Railways of other countries. Even in

South Korea I found trains run almost on dot of the time set. Why can't we achieve this ?

I am sorry to have to say that in the matter of accidents, record is not satisfactory. There has been reduction in the number of accidents due to collisions, but the number of accidents due to derailments and failure of equipment has increased over the figures of 1982-83 and 1983-84. It has been stated in the booklet containing a review of safety performance of Railways that the raise in the failure of equipment includes permanent way which is due to the tracks being old, needing renewal and replacement.

I am glad that the contribution to Depreciation Reserve Fund is being increased to Rs. 1250 crores in 1986-87. But I am not quite sure, if this would be adequate to carry out the renewal and replacement of tracks, overaged rolling stock signalling equipments for faster and safer running of trains.

I am glad to note that efforts are being made to eliminate the human factor, a major cause of railway accidents by resort to greater mechanisation. The Auxiliary Warning System was demonstrated almost a decade ago. I would like to know the reasons for not having introduced this on a large scale.

A number of accidents have taken place in the Kanpur-Mughalsarai section which is a route interlocked block. There is either tampering with the interlocking or it is not being properly maintained.

May I suggest to the hon. Minister the need to retire the entire fleet of steam locos ? They are fuel inefficient. You can save 9 million tonnes, of coal. The steam engines carry only 17% of traffic but account for near about 50% of expenses. At least, you will need only a few more diesel engines, if they are to be replaced. The steam engines could fetch Rs. 200 crores, if sold as scrap. You can also thus reduce the capital-at-charge and improve your surplus. I think, with the latest technological

development, we can vastly improve the working of the Railways.

Lastly, I wish to draw the attention of the Minister again to the need for connecting Lalganj—Vaishali—Sahabganj—Kesaraia—Suganli by a rail line. I have raised this matter several times. I would appeal to the Railway Minister to order a survey of this area to be able to decide about its importance and utility.

With these remarks, I welcome the Budget.

DR. PHULRENU GUHA (Contai) : Madam Chairman, I would like first of all to compliment the hon. Railway Minister for presenting such a good railway budget. He deserves compliment for the concession given to the youth. In the Budget, there is no enhancement in freight rate and there is no increase in the Second Class passenger fare. I welcome this move.

Our Railway is the 4th largest in the world and the largest in Asia. But the concept of mono rail or trains running at a very high speed is still a dream. The Railway Reforms Committee has made several recommendations. They are lying in cold storage. The Government should examine & see how best these recommendations could be implemented. Nothing specific has been done to provide necessary amenities to the passengers. Cleanliness in platforms particularly in small railway stations was not being looked into. Punctuality in most of the trains had been forgotten. As you know, track renewals prevent accidents. There are so many accidents even very recently also. Adequate provision should, therefore, be made for track renewal. I may mention here that I was a victim of the recent accident which occurred near Liluwa in West Bengal. I am still suffering from the pain.

Railway facility should be provided in backward areas also. Economic viability should not be the only criterion for laying new Railway lines. I am facing a great problem in my constituency, Contai. Digh-Contai railway line has not found

[Dr. Phulrenu Guha]

any place in the Railway Budget this year. We were told that it was not viable. If the calculation is made from Howrah to Digha, there will be no question of non-viability. It all depends on how it is calculated. Apart from travel of people, they have to carry their products, specially rice, cashew nuts and salt. I would like to point out that there is no sea-shore in West Bengal, not even in the Eastern side of India except Digha. Common people are fond of going to sea-shore but the common people are deprived of the privilege to enjoy sea-shore. Don't they have the right to enjoy the nature? People have to travel with commodities and children only by bus because there is no other transport in that area.

There have been three inaugurations during 1984-85 regarding Contai-Digha railway line. The first one took place for starting the construction of railway line. The second inauguration was on the occasion of the opening of the Office of the construction of railway line at Contai. The third inauguration was for the platform construction in Digha. Suddenly in January, 1985 the Office at Contai was closed. An announcement was made that the Contai-Digha line would not be laid. How is it possible that the promise of one Minister is not honoured by another Minister of the Government? I would request the Railway Minister to take up the project and after finishing all formalities, start the work in 1986-87.

Locomotives, coaches, bridges, and signalling equipment need overhaul and replacement. It is really necessary to check and examine the overaged tracks and overaged rolling-stock and also to supply equipment so that accidents can be minimised. We must remember that railway is the only traffic communication available for the common man from Kashmir to Kanyakumari on the one hand and Kanyakumari to Bargolia in Assam.

PROF. SAIFUDDIN SOZ (Bara-mulla): Do you think that there will be railway line in Kashmir?

DR. PHULRENU GUHA: That is why I said.

Wherever there are big railway establishments, one major revenue source of the railway comes from advertisement and display of various kinds of business organisations within the railway compound, railway stations or places where commercial publicity is gaining tremendous momentum. There is wider scope for mobilising resources within the railway station compound. In big stations, very good amount of revenue can come through such advertisement.

MR. CHAIRMAN: Please conclude.

DR. PHULRENU GUHA: One or two minutes more.

If ticketless travel could be stopped, it will help revenue. The over-crowding in trains has become a problem. The additional fleet has not kept pace with the growing needs of the traffic. Most of the railway crossings had been constructed some 50-60 years ago. In the meantime, development of villages is taking place and at many places, important roads have been constructed to link them up.

A survey should be undertaken and railway crossings should be provided wherever they are found necessary.

General cleanliness is wholly absent in passenger trains and at small stations. The condition of the toilets is very bad. It is difficult to use dirty toilets. It is also very difficult to use unhygienic railway compartment and waiting rooms particularly at small railway stations. I am not talking of Rajdhani. Rajdhani is giving very good food. But in most of the trains, the food is not very good. It is very difficult to swallow. I would request the hon. Minister earnestly to look into the Catering Department.

Let us see the position of the suburban trains. If we look into the condition of the suburban trains, fans, lights, seats and other fixtures are found either missing or damaged. I have seen people travelli-

ing standing upon bags full of rice. The passengers have to stand with or upon the goods. Daily quarrels and daily irritation and fights take place because of this. There are a large number of casual labour who have remained as casual labour for many, many years. Many of them have to retire either from the service or from this world—that is that they die—as casual labour. The result is that their families suffer. I request the Minister to look into these problems very sympathetically and do something for these poor people.

Again there are hundreds of workers as railway volunteers. Please regularise them also.

With these few suggestions and particularly about the railway line in Contai-Digha, I request the hon. Minister to do something about it and I support the Railway Budget.

[*Translation*]

SHRI KAMLA PRASAD SINGH (Jaunpur): Madam Chairman, I heartily welcome the Railway Budget. The hon. Minister has presented a very good Budget. It will definitely benefit the people. Every section of the society will benefit from it. It is a very good Budget and it should be welcomed by everyone.

Madam, the achievements of the Railways are many. These are so many that if I start counting them it will take a lot of time. For instance, take the punctuality of the trains. Everywhere the trains are reaching on time. In the Indian Railways the passenger and the goods traffic are being shown equal importance. There are many such achievements. Many steps have been taken to make booking and reservation convenient so that even in case of shortage the reservation may be, as far as possible, made available. Efforts to remove all difficulties are being made in this regard.

Madam, through you I want to draw the attention of the hon. Minister towards some problems of my area. I want to draw the attention of the hon. Minister to the backward East Uttar Pradesh.

Recently, the hon. Minister of State Shri Scindia on his way to Varanasi had stopped at one of our station, Zafrabad. I was not fortunate enough to reach there otherwise I would have enumerated the problems there itself. Although the Budget presented is definitely a very good one yet no funds seem to have been allocated for East U. P. therein. Many M.P.s. representing many districts of Uttar Pradesh are sitting here but excepting one train we do not have any direct train to go there. There is only one Ganga-Yamuna Express about which many Members of Parliament make a mention. Whether the Member is from Azamgarh, Faizabad, Ghazipur or Jaunpur, he will refer to only Ganga-Yamuna Express. That train leaves Delhi at 9.50 and reaches Varanasi at 4 o'clock. Madam, I want that at least one train should leave Delhi in the evening to reach Varanasi and Jaunpur in the morning. Similarly, there should be a train which may start from there in the evening and reach Delhi in the morning. But it is not being done. I request that this arrangement should be made.

In the Ganga-Yamuna Express starting from Delhi there is one second class ACC bogie which is disconnected at Lucknow & when the train returns from Varanasi, that coach is connected at Lucknow and comes to Delhi. Madam, the hon. Minister of State had recently directed that the bogie should remain connected upto Varanasi but so far the direction has not been carried out. I, therefore, request that the bogie should definitely go upto Varanasi so that in summer there is some relief to the passengers. In the absence of this arrangement the people of Varanasi region are feeling neglected. I, therefore, request that the bogie should remain connected upto Varanasi.

14.00 hrs.

Sir, I may tell you that about 35 lakh people from North India live in Bombay and when during summer they return to their hometown, they are packed like sarolies in the trains coming from Bombay. I want that at least one new train from Jaunpur to Bombay should be started which will benefit the people of Ghazipur,

Shri Kamla Prasad Singh]

Azamgarh, Pratapgarh, Faizabad and Jaunpur and it will make travelling convenient for them.

In addition, almost all the platforms in Jaunpur district are single platforms and because of this when the trains come on both the sides of the platforms the passengers face difficulties & many a time there is the possibility of accidents also. I want that on those station, where two platforms are not available and there is only one platform, immediate provision should be made for constructing double platforms.

Sir, there is a station 'Bhandari' in Jaunpur where the trains pass through a tunnel and there is always darkness in that area. Goondas and anti-social elements take advantage of this and steal the baggage of the passengers. Sanction for construction of an overbridge there was given some time back but to date no work has started on that. I would like that an overbridge should be constructed on that immediately.

One more submission I want to make that if an inter-city train between Varanasi and Lucknow *via* Sultanpur and Jaunpur is started, the people of the area will be much benefited. That train should start at 5:30 in the morning from Varanasi and reach Lucknow at 10:30 *via* Sultanpur and Jaunpur and it should have only three stoppages, namely, Jaunpur city, Sultanpur and Lucknow. This will result in a big facility to the people of the area.

Secondly, there is no godown at Jaunpur city railway station and all the goods remain lying in open. Complaints regarding theft of goods are often received from there. I want that a godown should be constructed there soon.

Apart from this, no lavatories have been provided at many railway stations in Jaunpur district and there is no proper arrangement for scavenging there. Even drinking water is not available at many railway stations. Since the summer has set in and the people will be craving for drinking water, I want that arrangement

for drinking water should be made at all the railway stations right now. Lavatories should be provided at the railway stations where these conveniences are not available at present and proper arrangement to keep them clean should be made.

There is a provision for opening a dispensary for every one thousand population in the country. I want that on the same lines, each express train should have a mobile dispensary, so that in the event of an accident or a passenger being seriously injured, medical assistance could be provided. I want that the hon. Railway Minister should pay attention to it also.

Another submission which I want to make is that a negligible quota of reservation is available at Jaunpur in the trains such as Ganga-Jamuna, Doon Express, Sealdah Express, etc which pass through Jaunpur. This quota is not more than 2 or 4 berths in any of these trains. Due to this, the people of Jaunpur have to face a lot of difficulties. I want that reservation quota from Jaunpur should be increased in all the trains.

Sir, through you, I invite the hon. Minister to visit eastern part of our state so that he could see for himself the position regarding operation of trains and other facilities and assess the factual position. The railway services are in a mess and there is not a single train in that area which could carry the passengers speedily to their destination. Only passenger or local trains run in that backward area.

I want that express trains should be run there. The hon. Minister may accompany me on a specified day and see the sufferings of the people. That area is very backward. You can judge its backwardness from the fact that a committee was set up in 1962 for this area in order to assess the extent of poverty and backwardness of the region. I had also pointed out in the House at that time that that area was so backward that the people did not have even the means of livelihood. You must provide railway facilities in that area. During the course of my brief speech, none of the points raised by me is such as puts a heavy burden on the rail-

ways. Therefore, you are requested kindly to provide relief to the people of that area by accepting our demands. With these words, I welcome the Budget presented by the hon. Railway Minister. The Budget is essentially aimed at public welfare and it will benefit the people all over the country.

SHRI ASLAM SHER KHAN (Betul) : Madam, I rise to support the Railway Budget. The hon. Minister has presented a very good Budget which has provided a number of facilities, especially for the poor.

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : The hon. Member had been a very good hockey player in the Olympics and he played as a full back. Today also, he is speaking while sitting on the back benches, he is not coming forward.

[*English*]

MR. CHAIRMAN : I will request him to come nearer and speak. The hon. Member will please come nearer and speak.

SHRI MADHAVRAO SCINDIA : Can I ask him to repeat whatever he has said ?

[*Translation*]

SHRI ASLAM SHER KHAN : Madam, I was saying that the hon. Minister has presented a very good budget. This will provide a big relief especially to the poor. Many people had apprehensions that the railway fares would go up, but he has done a good job in not raising the fares.

I represent Betul constituency of Madhya Pradesh and I want to raise here some problems of that areas. I request the hon. Minister to solve their problems. My constituency is also predominantly adivasi inhabited. They do not demand construction of a new railway line or introduction of a new train to solve their problems. Their problem is that the trains which pass through that area do not stop there any longer. Stoppage of these trains should be re-introduced there.

The first train is 116 Down and 115 Up Gorakhpur-Bombay Mail for which orders have been issued that it will not stop at Betul w.i.e.f. 1.4.86. I want to submit to the hon. Minister that this train was very much in demand among the local people, because it provided many facilities to the people, especially, for going to Khandwa, Indore and Bhopal. The people of the area had forcefully put forward their demand for giving a stoppage to this train at Betul and at the instance of our leader Shrimati Indira Gandhi, this demand was accepted and the train started stopping there. In the event of doing away with the stoppage of this train, the people of that would experience great inconvenience. I request you that this train may be allowed to run as hitherto and its stoppage at Betul should not be withdrawn.

My second demand is that 137,138 Chhatisgarh Express used to stop at Multai, but now its stoppage has been cancelled. There is a big orange *mandi* in Multai area. This train was very beneficial to the businessmen of that area for going to Bhopal and Nagpur. The people of that area will be very happy if you restore the stoppage of this train at Multai. I would request the hon. Minister to take initiative in this respect. He also comes from Madhya Pradesh and the people of Madhya Pradesh have naturally high hopes from our Minister of state for Railways. From the point of view of the railways, Madhya Pradesh is a very backward state. I want that the hon. Minister should pay special attention to this backward area and lay more and more new railway lines. As you have said, a wagon coach repair factory is to be set up at Bhopal; it should be set up early and a Divisional office should also be set up in Bhopal.

Sarni Patakhera is a very large area where a number of mines are located. It will be better if a stoppage is given to G.T. Express there. The population of that area is 70 thousand and all of them are industrialists. The proposed stoppage will benefit every one.

With these few words, I once again welcome the Budget. Let me tell the hon.

[Shri Aslam Sher Khan]

Minister that ever since he took over, the hopes of the sportsmen in the Railways have risen and they have received a large number of promotions. For this, I thank the hon. Minister.

SHRI KAILASH YADAV (Jalesar): Sir, I am thankful to you for giving me an opportunity to speak on the Railway Budget. I come from a constituency which comprises three districts and it is a very backward area. Railway facilities in that area are totally inadequate.

First of all, I would like to congratulate the hon. Minister for presenting a very good Budget in the Parliament. The Budget provides a big relief to the common man. The Railways have played a very important role in the development of the country during their glorious history running into 133 years. Today, the economy of the country depends on the Railways. Therefore, I want that enough funds should be spent on the railways and that no miserliness be shown on this account.

Sir, my constituency is Jalesar which is served by Tundla-Barhan and Etah line, constructed in 1958. This line has been incurring loss during the last few years and the railway officials want to close it. This is due to the inefficiency of the railway authorities. This will cause great hardship to the local people. Instead of closing it, this should be hauled by a diesel engine. As of now, two bogies are attached to an engine and as a result of it, the train starts late by 4 to 5 hours. Consequently, nobody wants to go by this train. In this connection, I had also written a letter to the hon. Railway Minister requesting 5 to 6 improvements in it. First, the number of bogies should be increased and an engine in good condition should be attached to it. Boulders should be laid on the railway track and it should be provided with signalling system and security arrangements. If this line is linked with Kasganj which is only 29 kms. away, it can have access to the broad gauge line and will become viable.

Etah had been a sufferer on account of this railway line because the petro-

chemical complex went to Hathras. Some experts had gone to survey the railway line but did not favour it. As a result, our rural areas are suffering heavy loss.

The government should emphasize better utilisation of Etah-Barhan-Tundla railway line. There is no railway line so far in Sadabad Assembly Constituency. Mathura, Sadabad and Jalesar should be linked by a railway line and it will not be more than 55-60 kilometres. The condition of Tundla railway station is very bad and the passengers have to face great hardships.

Sir, Tundla junction lies on the Mail route but there are no arrangements for reservation in good trains. There is a quota of two or three berths in the second class of two trains viz., Janata Express and Upper India. There is no provision for reservation in other trains that pass through this junction, despite the fact that Tundla junction caters to the needs of three districts. I request the hon. Minister to make provision for reservation of at least two or three berths in every train that passes through this junction. Besides, there is need for a platform at the station and shifting of booking and reservation counters outside the station.

In the end, I would also request you to stop the Assam Mail, Jayanti Janata and Magadh express for one minute each at Barhan and Manikpur stations. Besides, arrangement should be made to stop "Marudhar Express" at Marara, which lies on narrow gauge line, for one minute.

With these words, I thank you once again for giving me an opportunity to speak on this excellent budget.

14.15 hrs.

(MR. DEPUTY SPEAKER *in the chair*)

[English]

SHRI G. L. DOGRA (Udhampur) : Mr. Deputy Speaker, Sir, I am very grateful to you for permitting me to speak. I want to congratulate both the Railway Ministers for the way they have found out the new resources. They have not burdened the common man and they have not even put pressure on anything which is being

used by the people at large. The freight rates have not been changed. It is only the higher classes which have been asked to pay more for travelling very comfortably. It is probably on the long routes where the second class passengers have to pay a little more but keeping in view the distance they have to cover and the amenities being provided to them, I think, no rationally thinking person will object to it.

I would like to draw the attention of both the Ministers to one important thing. The railways are building a line from Jammu to Udhampur. This line was started under the orders of late Prime Minister, Smt. Indira Gandhi. This line was not only for the benefit of the people living there but it has many political and military advantages. The line has gone from Pathankot to Jammu but Jammu was well connected by railway even earlier before partition. I would like to say that if we are very anxious to save foreign exchange on petroleum products and other components of the motor vehicles then this is the railway line which will help us achieve this end. I think if the Planning Commission were serious about it then they could not omit it. I apprehend they are working under certain pressures whereas the planning Commission should be above it. From the defence point of view this line is very vital. From the economic point of view this line is very important. Further it opens up an area which is almost cut off and remote. So many millions of visitors go to Kashmir, Poonch and Vaishno Devi. So, how can they ignore it! What type of planning are they making? I question the very wisdom of those who are dealing with this subject because the common man cannot understand it. We must not forget that we are running this Government on behalf of the common man and if the common man is not able to understand something we have to explain to him properly. I know it is not the Railways which are miserly so far as this railway line is concerned. The Planning Commission has not provided sufficient funds to the Ministry. It was started many years ago and at this rate it will take many more years to complete and I think the present generation will not see the trains there. Only the youngsters will see it and this is

the sort of planning that we are doing. This is our thinking so far as vital projects like this are concerned. I wonder how we are going to progress. So, I would again press this, through you, Sir, and through the Railway Minister, I would like to impress upon the Planning Commission to reconsider the whole thing. The provision of Rs. 1.5 crores made for this project is totally insufficient. They should consider allocation of more funds. Sir, very recently prices of certain essential commodities have been hiked and with the raising of these administered prices, the provision of Rs. 1.5 crores for this project would in real terms become Rs. 1.25 crores. They should think of completing this work very expeditiously. Once the project is completed, it will go on giving returns on a massive scale. Moreover the Government of India and the Planning Commission should work out how much resources they could raise if the project was completed in time. How much paying the Jammu-Pathankot line is? You have got the computer system and if you feed the figures into the computer correctly and properly. You will get the correct answer and there will be no mistake.

Sir, there is a longstanding demand for out-agency in Udhampur. Udhampur, is the headquarters in the Northern Command. It has grown into a very big city. A lot of booking is needed there. It has become a very important place. I have also received from the hon. Minister a letter saying that something is being done there. But nothing has been done so far. So, I would request the hon. Minister kindly to look into this. If facilities are provided, people could get their goods booked to and from Udhampur. Your staff is there. You can do the booking. You can do the reservation. The goods will have to be moved by trucks upto Jammu which probably Railways may not like to do. The other alternative is to have a normal out agency as you have in many other places in the country and your agent will do the needful. In this context, I may submit to the House that since the hon. Minister, Shri Bansilal and the hon. Minister of State in the Department of Railways, Shri Madhavrao Scindia, took charge of the Railways the importance of Railways has not been shifted to their own

[Shri G.L. Dogra]

constituencies, whereas previously who-soever was made incharge of the Railways, their constituencies became very important so far as railway network was concerned.

Sir, another point is that the railway line between Jullundur and Jammu should be doubled. There is a lot of congestion in this line and they should immediately think of taking up this project.

SHRI BALWANT SINGH RAM-OOWALIA (Sangrur) : I fully support the hon. Member's suggestion for doubling the railway lines between Jullundur and Jammu.

SHRI G. L. DOGRA : So, Sir, the Government should consider doubling this line. Now, Sir, about the food that is served in the trains, I may submit that we have made some arrangements where ITDC is supplying the food. They supply good food. But they can supply food only at a few places. At other places, the food is supplied by the contractors. The food supplied by them is awful and obnoxious. They are the caterers who are working in the Railways. The grains and other cooking materials are supplied by the Railways to those caterers. The wholesale proceeds and the profit are taken away by the Railways and a small commission is given to the caterers. The Cooperatives of caterers give good and wholesome food and the railways also make profit. The departmental arrangements for supplying the food are running at loss. It is the caterers cooperatives, which serve well the passengers and railway Coffers, but for obvious reasons they are hounded out by the railway officers.

Now, Sir, as far as railway coolies are concerned, my suggestion is that these coolies should be the local people so that the unemployed may be able to get their living at their own place. In Jammu and Kashmir at least, the coolies should be appointed from the same area. This will avoid the heart-burning and frustration.

Now, so far as Udhampur line is concerned, this is a very important railway line. It was started by late Shrimati Indira Gandhi, keeping in view various important factors. If she were alive, this line would have been completed by now

and the service would have been extended upto Batote on one side and on the other side right upto Katra-Vaishno Devi and Rajouri and Poonch. I do not know who is taking these decisions now, but who-soever is doing so, is taking *an hoc* decisions. We are sorry that she is no more with us and the other people do not understand the geographical and other importance of the area. I would request both the Ministers to look to this side.

There is another problem. The Frontier Mail which comes from Bombay used to be divided into two portions, one portion used to go to Jammu, called the Jammu Mail and the other portion used to go to Amritsar, called the Frontier mail. The division was done at Delhi. The people who go to Kashmir, to Vaishnodevi, could make their reservations from Bombay right upto to Jammu and vice versa. Our area is not industrially developed. Many labourers in Bombay are from my constituency or from the constituency of Shri Janak Raj. They cannot make their booking in Jammu for Bombay. Their booking is upto Delhi only and again they have to make arrangements from Delhi for Bombay. In the earlier arrangement, a bit of shunting was involved at Delhi. It came to the mind of some officer that there should not be that much shunting at Delhi, they started a fresh train from Delhi to Jammu and the people are suffering. Let the people go to dogs, that is what the railway officers thought. This must be looked into.

Then about the Jhelum Express. I have been requesting for a halt of this train at Hiranagar, a station on the road side on Jammu-Pathankot road, but it has not been agreed to. It is very unfortunate that while the officers can create a new halt, wherever they want, whatever we say that is not agreed to. Why should they make it a point not to accept whatever we say? What type of democracy is this? The bureaucracy is so callous; I have not seen that any where else. When we make any request, it is made for the convenience of the people. People have to travel for miles to get the train, but they do not want to allow a stop there. This is something which I cannot understand. I request the Railway Minister to kindly see that a halt

is provided at Hiranagar for the Jhelum Express. This is the only station on the road side and people from all the adjoining areas can catch this train. Other stations are miles and miles away.

With these words, I conclude and thank you, Sir, for giving me the time to speak.

SHRI GEORGE JOSEPH MUNDACKAL (Muvattupuzha): Mr Deputy-Speaker, Sir, at the outset I would mention that in the matter of development of Railways, Kerala State is completely neglected. We have got only 810 kms. of railway line in Kerala. According to the population basis we have to get 2400 kms. of railway line based on the all-India average. That means, we have got only one-third of what is due to us. I request the Minister to give more consideration and show more sympathy to the people of Kerala.

Kerala is the most thickly populated State of our country. But according to the Railways, there is not enough potential for railways. One of my friends come from the Kerala State and wanted me to get a railway ticket for the month of May, because he was not able to get that. This shows that there is so much of demand for railway bookings to Kerala.

The increase of fares has also affected people very much. There are many people from my State, who are working in the north. They have to pay very heavily whenever they have to undertake this long journey. I request the Railway Minister to reduce the fare to some extent on the long journeys undertaken by people.

Then, no electrification of railway lines has been done in Kerala. Not even an inch of any railway line has been electrified. As I said, there is a lot of traffic potential there. People travel while hanging outside the trains.

You are sending condemand compartments to Kerala. The rains are very heavy in Kerala and we have to sit in the compartments with open umbrellas. So I would say that the Railway Department is neglecting Kerala. I request the hon. Minister

to show more consideration to Kerala. Especially, the Bombay and Delhi lines are always congested and people are waiting for months to reserve their seats. I request you to run one additional train each to Bombay and Delhi to give the travellers at least some relief.

In the Transport Ministry also the Cochin-Madurai highway is not taken up much seriously this year. Last year, they have allotted some funds. The survey of the Cochin-Madurai line is already over. 34 Members of Parliament from South India have signed a petition for the construction of a new railway line between Madurai and Cochin. If South Tamilnadu wants to send some goods to Europe, they have to go to the East Coast. They have to go round Ceylon and to reach the Suez Canal, the ship has to travel thousands of kilometres more. Because of this we are losing a lot in terms of energy and time as also money. If the Cochin-Madurai railway line is completed, goods can be taken to the Suez Canal straightway from Cochin Harbour and we can save a lot of energy, time and money.

Idukki district in Kerala is earning a lot of foreign exchange. We are selling our cardamom, tea, pepper and coffee and we earn the maximum amount of foreign exchange for our country. But the Department of Railways is not considering Idukki district at all. A lot of Harijans and hill-tribes are living in this district. So, at least for their welfare, I request the Railway Department to provide some more funds. It will help the high ranges of Kerala to improve. I request once more to allot more funds.

For the Alleppey-Cochin railway line, Rs. 3 crores have been allotted. In this way, it will take at least 10 to 15 years to complete the coastal line of Kerala. Even if the Mysore Talicheri line and the Guruvayoor-Kuttipuram line are also completed, we will still not come to the all-India level. So I want that at least justice should be done to Kerala. I do not want any favours, but please do justice.

The Minister in charge of electrification in Kerala is already prepared to give concessional rates to the Railway Department for electrifying the railway line. But

[Shri George Joseph Mundackal]

the Railways are not cooperating. So I request you to electrify the Kerala lines and also to double the railway lines so that the traffic becomes smooth and easy for people to travel.

I request you to allot more funds for railways in Kerala and also to take up immediately the Cochin-Madurai railway line. I request you to allot more funds for this line. This year also more than 30 Members of Parliament have submitted a joint petition to the Railway Minister and to the Prime Minister to take up this matter. So kindly do justice to Kerala.

[*Translation*]

SHRI YOGESHWAR PRASAD YOGESH (Chatra) : Mr. Deputy Speaker, Sir, I thank you, because I have at least got an opportunity to speak.

The Railway Budget has a distinct identity of its own. This is proved by the very fact that the General Budget includes everything except the Railways. The Transport Minister, Shri Bansilal is known for his competence and he is the man who deserves credit for the achievements of the Haryana State. So far as efficiency is concerned, there is no doubt that both the Transport Minister and the Minister of State for Railways, Shri Madhavrao Scindia are dynamic and efficient. I congratulate them for this.

AN. HON. MEMBER : You will not get more by eulogising them.

SHRI YOGESHWAR PRASAD YOGESH : You have already surrendered your hopes but I have not ; I am sure of getting more. That is why I say that Shri Scindia is a dynamic man.

The 1986-87 Railway Budget is a commendable Budget and 1985-86 can be treated as a year of achievements for the Railways. The target for goods traffic was fixed at 14 million metric tonnes in the 1985-86 Budget as compared to 1984-85 and the Railways not only met this target in the first nine months but also increased

it to 16 million tonnes in the year. There has been a significant increase of about 14 per cent.

Mr. Deputy Speaker, Sir, in the current financial year also, Railways exceeded its target of 250 million metric tonnes goods traffic. Therefore, this year can also be treated as a year of achievements. I congratulate the hon. Railway Minister for this. It was because of their towering personality that such big targets were achieved easily. Therefore, now the target should be fixed at 20 per cent. I would like to submit that in the interest of country's economic development more allocation should be made in the Railway Budget.

Mr. Deputy Speaker, Sir, I would like to draw the attention of the House as also the hon. Railway Minister to the remark made by Shri Mool Chand Daga during the last session that as there are innumerable cases of chain pulling in Uttar Pradesh and Bihar, the only course left was to stop all development work there and shift it to Rajasthan. But I would like to submit that if there is frequent chain pulling in trains it does not mean that there is no way to check it. Stopping all development work in these States would do great injustice to them.

[*English*]

SHRI BALKAVI BAIRAGI (Mandsaur) : He was not asking for chain pulling, but leg pulling.

SHRI YOGESHWAR PRASAD YOGESH : That was my remark also.

[*Translation*]

Thank you for this but kindly do not waste my time.

Mr. Deputy Speaker, Sir, Patna is the Capital of Bihar and Gaya is an equally important city. Gaya is a city of national importance because foreigners from far and wide come to this city and it is just 50 kms. away from Patna. Only single railway line connects this city to the capital. There has been a long standing

demand for a double line but it is still pending. We were expecting that our dynamic Railways Minister would make some provision in this Budget in this regard, but it has not been made. It takes 3 to 4 hours to travel a distance of 50 kms. But though the distance between Calcutta and Burdwan is only 65 Kms., there are a good number of trains there. Similar facilities should be provided here also. I also want to point out to the dilapidated condition of the road between Patna and Gaya. Its condition is similar to a handicapped person. Even in the "year of the handicapped" nothing has been done to repair them. If the hon. Minister can get it repaired immediately it will be a proof of his dynamism.

Mr. Deputy Speaker, Sir, I would like to submit that there is need to make the Railways more efficient. Hazaribagh in Chota Nagpur Area is a living example of the Department's inefficiency. The Government receives maximum revenue from this area but it is still nowhere on the country's railway map. In spite of the assurances given by the previous Railway Ministers many decades back in this connection, not even passing mention was made to it in any of the Railway Budgets. This has created an unfortunate situation and in spite of all efforts the goods are not being delivered. There is enormous regional imbalance in Chota Nagpur area and this has caused resentment among the people. For example, there is no railway line within a radius of 60 miles from Hazaribagh and even today 40 per cent of the people in the area have never seen a train. I, therefore, request the hon. Railway Minister to bring this important place on the Indian railway map urgently as has been promised time and again.

Mr. Deputy Speaker, Sir, I would like to draw the attention of the hon. Railway Minister to another point. The Ranchi Superfast Express runs between Patna and Ranchi. Dhanbad which is the biggest coking coal producing city in the country is a few miles away from there. If two more bogies are added to this train at Gomo, it would be of great convenience to the passengers travelling to the coal city, Dhanbad. Addition of two more bogies to Ranchi Superfast Express would add to

the convenience of the passengers. In this connection, I had written one or two letters to the Ministers. The railway line near Paharpur railway station is not properly laid. It is on the main line and there have been many accidents because fast trains pass through the station. The hon. Minister was requested to raise the level of platform at the station, but it has not been completed so far. I am sure that attention will be paid in this direction.

I congratulate the hon. Railway Minister for a sharp decline in the accident rate. I can appreciate his limitations, and the way he is efficiently running the Railway Department is commendable. Despite all this, we shall have to formulate our schemes and programmes in consonance with the rate at which population is increasing in the country—which at present is about two crore people every year. We are adding an Australia to our country every year.

I am happy that RITES and IRCON which are under the administrative control of the Railway Ministry have earned profits and sizable foreign exchange. I would like to suggest that the Railways should take more effective steps in this direction to mobilise resources.

The estimated target for goods traffic during 1986-87 is expected to be 294 million tonnes and I express my good wishes and hope that the Railways would be able to break all previous records in this regard and achieve the target.

SHRI MANVENDRA SINGH (Mathura) : Mr. Deputy Speaker, Sir, I would like wholeheartedly to support the Railway Budget presented in the House. At a time when the people were concerned with the rising prices and were apprehensive of increase in the railway fares, they & particularly the opposition were surprised with the kind of Budget presented by the hon. Minister. The main thing is that the people have welcomed it.

The achievements of the Railway Department as outlined in the Railway Budget are praiseworthy. I would like to describe some of them to you. In the Budget, facilities have been provided to

[Shri Manvendra Singh]

the poor passengers and students. There has been no increase in the M. S. T. fares for commuters. The Railway Minister deserves congratulations for this. So far as the fares of other classes, such as first class or air-conditioned class or super-fast trains are concerned, the increase made in them is negligible.

Mention has been made in the Budget in regard to the conversion of lines into broad gauge lines, electrification of tracks and effecting improvement in them. I would like to express my thanks for it but I would like to give some suggestions in this regard. I had placed these suggestions before the Railway consultative committee also, I had suggested that in keeping with the programme of the hon. Prime Minister, the Railway department should launch a campaign for plantation of trees on either side of the railway track. In reply thereto I was intimated that lakhs of trees have been planted on both sides of the railway track. But the number of trees that have been planted is insignificant.

It has been seen that people urinate and ease themselves in the open on either side of the track and when the trains stop at the station the stink is unbearable. It is a very wrong practice. The Railway Administration should take strict action to curb it.

It is very necessary to streamline the movement of passenger trains and goods trains running on narrow gauge lines. There are a number of narrow gauge lines in Rajasthan as well as in Uttar Pradesh. The conditions of trains running on these lines is appalling. The condition of bogies of passenger trains is very bad, seats are torn, the maintenance of toilet and railway stations is not proper. The work on the renewal of track should be expedited so as to avoid accidents.

Schemes for electrification of a number of railway lines should be expedited so that the problem of coal and diesel could be solved and the capacity of passenger trains as well as the goods trains could be increased. By electrification of the railway track,

the Railway Department and the Government will get more revenues. This work should, therefore, be expedited.

The condition of passenger trains whether they run on broad gauge lines or on narrow gauge lines is extremely unsatisfactory. Even in first class compartments, we find that there is no proper arrangement of lights. The toilets are in bad condition. While drawing your attention in this respect I would like to say that these things should be rectified.

The incidence of theft and pilferage of railway properties is very high which causes great loss to the passengers as well as the Railways. I would request that strict action should be taken to check such incidents.

I would also like to submit in regard to the reservation. I had suggested in the Consultative Committee that reservation quota of seats should be fixed on the basis of population of a particular place. The reservation quota for small stations was fixed ten years back but now the population has increased and is causing hardships in regard to the reservation. I would, therefore, request that the reservation quota should be increased on the basis of the population.

The hon. Minister had said that strong steps are being taken to curb ticketless travelling which is causing loss of revenues. I would like to say that more stringent steps should be taken in this regard so as to minimise ticketless travelling and loss of revenue to the Railways.

The hon. Minister has referred to the poor state of health facilities in his Budget speech. I would also request that special attention should be paid to the health services.

Sir, I have been elected from Mathura which is the birth place of Lord Krishna. I had submitted earlier also that lakhs of pilgrims from all over India and foreign countries visit Mathura. But, Sir, there is only one train from Mathura i.e. Toofan Mail for Calcutta. A survey in this regard should be conducted and the reservation

quota for Mathura should be increased. Besides, Vrindavan is also an important place of pilgrimage and a reservation booth should be opened there and reservation quota should be fixed for Vrindavan also.

Since the High Court is situated in Allahabad, a number of people have to go there from Mathura. But there is no train service to reach there. I would, therefore, request the hon. Minister that a few bogies should be attached with the Ganga-Jamuna Express or the Lucknow Express for the convenience of passengers from Mathura who want to go to Allahabad.

Mr. Deputy Speaker, Sir, the survey of the railway line from Mathura to Alwar was undertaken and the former Railway Minister Shri Ghani Khan Chaudhury had also laid its foundation stone but that work has not been completed. Therefore, I would like to press my demand that provision for this work may be made in the current Budget so that the work is completed as early as possible.

I would like to suggest, that the metre gauge line from Mathura to Vrindavan should be extended upto Agra or Hathras so that other passengers may take advantage of it.

In the end, I would like to submit that Mathura being the birth place of Lord Krishna, the religious sentiments of the people should be respected and my suggestions be given due consideration. With these words, I support the Railway Budget.

SHRI BALWANT SINGH RAMOO-WALIA (Sangrur) : Mr. Deputy Speaker, Sir, I would like to express my thanks to you for giving me time to speak. I shall not take much time. Probably you will not have to ring the bell a second time.

In the present world, Railways have become an indispensable part of our fast life. It is, therefore, necessary to give such suggestions as may encourage the people to travel by rail as a matter of pleasure and not when it is a must.

SHRI AJAY MUSHRAN (Jabalpur) : Kindly repeat it.

SHRI BALWANT SINGH RAMOO-WALIA : Colonel Sahib, I have a very short time at my disposal.

I would like to say to the hon. Minister that on the one hand the life is becoming fast and on the other hand the waiting time at the level crossings is increasing. This waiting time should be curtailed. At present the people have to wait for as much as 40 minutes at the level crossings. There may be an up train and then a down train. It takes time, This system should be streamlined.

In Punjab, a number of accidents are taking place at the unmanned level crossings due to the increase in the number of tractors and trolleys. The number of unmanned level crossings is quite large. In Punjab, almost every place is linked with the links roads and as such some steps should be taken in this direction.

The revenue earned due to 10 per cent hike in the railway fares last year should have resulted in improvement in the railway services, but that improvement is nowhere to be seen.

[*English*]

MR. DEPUTY SPEAKER : Then you want new lines.

SHRI BALWANT SINGH RAMOO-WALIA : Of course, this is a new line.

[*Translation*]

I would like that the quality of food should be improved. The food served in the trains, I would not say, is of low quality but it is not of good quality. Facility is, of course, there but if a common passenger happens to eat food in the Central Hall here he would complain to us that we eat such good quality food and provide them this stuff in the trains. This will create resentment.

We should manufacture electric engines in our own country. A lot of money has to be sent out of the country for this.

[Shri Balwant Singh Ramoowalia]

It should be checked. In the Kapurthala Coach Factory and component factory at Patiala, local people are getting lesser jobs. I request that something should be done in this regard.

There is a train from Ludhiana to Howrah. A large number of passengers travel from Ferozepur to Howrah. Some arrangements should be made for them also.

I had met the hon. Railway Minister in regard to Ferozepur-Delhi line. I and my colleagues had requested that at some stations arrangements for stoppages of trains should be made. It is very kind of him that he replied to the letter but the situation is still the same. We have received the letter intimating about our meeting but the needful is still to be done.

You have allocated Rs. 10 crores for the Nangal-Talwara railway track. We welcome it but that should be increased further. In this Budget much attention has not been paid to Punjab, whereas the Railways earn a lot of revenue on account of transportation of foodgrains from Punjab and Haryana.

With the formulation of the National Transport Policy, the Railways will have to put in hard work because of the increased competition. Now a days we are seeing that truck drivers are being murdered and goods in the trucks are being looted. A few days back four truck drivers came to me and told me that drivers and conductors are being murdered. You should make arrangements for their protection.

Shri Bansi Lal is aware that the gates at Kot-Kapura crossing, from where 7 trains pass, remain closed most of the time. You should arrange for an overbridge there. The crossing remains closed for 6 hours in a day. Therefore, construction of an overbridge at that place is necessary.

In Punjab, in the bus accident that took place at Tarn Taran, workers participating in the Akali agitation, were killed. For them more funds should be provided.

The family of every worker killed should be given Rs. one lakh each.

Malerkotla has become an industrial town during the last 10 years. The station there is small but the goods traffic is considerable. That station should be developed.

The problems of the railway employees are increasing. An ordinary railway employee is facing many problems like his salary, living standard, transfer etc. You should pay attention to them also.

Now I conclude. I have fulfilled my promise of not giving you a chance to ring the bell. I conclude my speech with thanks.

SHRI RAM NAGINA MISHRA (Salempur): Mr. Deputy Speaker, Sir, as the time is short it will be difficult to speak in detail. I will, therefore, highlight some specific issues. There is a proverb that 'Every house is lighted but my house is in darkness.'

I commend the Railway Budget presented by the hon. Minister. I regret one thing that the construction of the broad gauge line from Varanasi is being kept in abeyance. When I saw the figures I was surprised that the cost has been estimated at Rs. 53,73,00,000. In 1985-86 Rs. 11,66,00,000 have already been spent. In 1986-87 a token amount of Rs. 1 crore will be spent and nothing has been said as to when the remaining Rs. 41,13,00,000 will be spent.

15.00 hrs.

Construction of the line from Varanasi was started 3 to 4 years ago. Other lines have been completed. Why is it not being constructed? Why is it being neglected so much? I would like to know the reason from the hon. Minister. The hon. Minister of State himself belongs to Varanasi. He has been there and has seen the progress. I think the people must have gathered there and asked him why work is not being done in Varanasi? I would like to know that when it has been decided that this line is to be constructed, why after spending so much

amount, it is not being constructed; why it is being prolonged? If it can be constructed get it constructed and if it is not possible then the same should be spelt out in clear words. Recently, when I went there, the public asked me whether the broad gauge line would not be constructed? I told them that it would be constructed. I appeal to you once again that kindly get the Varanasi-Bhatni line constructed without further delay.

I have seen one thing more in these documents which reveals grave negligence. In 1974 Shrimati Indira Gandhi had laid the foundation stone of Bagaha-Chhitauni line and Rs. 3 crores have already been spent on it but now for that work, provision of Rs. 1,000 only has been made. Even if this amount of one thousand rupees had not been provided, what would have happened? In this way neither are you killing us nor letting us live. You should either make it clear that this line will not be constructed or if it is to be constructed, arrange for the funds and get it constructed. But you are giving an injection which is neither keeping us alive nor killing. Foundation stone for Bagaha line was laid by the former Prime Minister Shrimati Indira Gandhi. Will not the Railways fulfil the promise made by her?

For one thing I would definitely thank the hon. Minister. People have been demanding an overbridge in Deoria for quite a long time. Rs. 10 lakhs have been sanctioned for that for the first year. This is a good act of the hon. Minister. I would request that he should get this work completed at the earliest.

But the other two works which I have mentioned are very important. Members of Parliament coming from Bhatni or the MPs from East U.P. have been demanding that there should be a broadgauge line from Bhatni to Varanasi, and Bagaha—Chhitauni line should also be constructed. These are the two very important works. With the construction of these two lines, the traffic between Bihar and Uttar Pradesh will become very smooth. Connection between Bihar and Uttar Pradesh has been severed because of Narayani. With

the construction of these two lines the reign of the Jungle Party in that area will come to an end. At present the writ of the Jungle Party and not of the Congress Party runs there. In an area of 30 to 40 kms. around Narayani, it is the Jungle Party which reigns supreme. (*Interruptions*)

In addition, there are three or four more issues. You may listen to them also. These problems existed three or four years earlier and during Shri Kedar Pande's tenure or even earlier. Just now our friend has referred to Mathura. It is a fact that Mathura, Varanasi and Ayodhya are the cities of the country which are revered by every one. The Railways should develop those areas but in addition to this, if you have a look at Kushinagar, you will find that it is the most famous city of the world. People from abroad visit the city. Three or four years back a railway line between Deoria and Chhitauni was sanctioned, its survey has also been done and Rs. 15 crores were allocated for this job but after that no activity could be seen in this regard. I do not know what happened to that sanctioned railway line.

15.04 hrs

[SHRI VAKKOM PURUSHOTHA-MAN *in the chair*]

People there will ask us that the Railway Budget has been presented and you assured us that the railway lines between Deoria and Kushinagar and Bagaha—Chhitauni would be constructed, what happened to them? I want to know from you what reply should I give to them. Should I tell them a lie, I do not understand. Therefore, I want a categorical answer from you whether the railway line will be constructed or not.

Besides, the distance between Bilthra Road and Ballia is only 65 kilometres. It was given in writing that this line would be included in the next Budget, but it finds no mention at all in the Budget. When you are constructing a network of railway lines in the country, I want humbly to request you not to ignore Gorakhpur and Deoria—the eastern part of our State and

[Shri Ram Nagina Mishra]

deny the benefits to the people of that area. I want to tell you something about the maintenance in the Railways. Enquiries about a damaged railway level crossing revealed that it was done by the Railway Police. Therefore, attention to this should also be given.

You might have read in the newspapers that the Railways were going to appoint new agents for reservation. I do not understand what purpose the agents will serve. As of now, a passenger has to pay to the agent, to the railway employees and a host of others to get a ticket. This reservation system is faulty and, therefore, it needs to be corrected and reservation agents should be done away with.

With these words, I again request the hon. Minister to give consideration to the points raised by me and pay special attention to Deoria, Gorakhpur and Ballia.

SHRI SARFARAZ AHMAD (Giridih): Mr. Chairman, Sir, I rise to support the Railway Budget presented by the Government. This Budget has given relief especially to the youth and the second class passengers. A care has been taken to provide concession to the student commuters. At the same time, I want to draw your attention to the backward States of Uttar Pradesh and Bihar. The people of Chota Nagpur and Senthai Pargana in Bihar, which are tribal and backward areas have not yet seen a railway line.

The share which that area should have got in the Budget has not been given. I am distressed to say this. The condition of the people of Senthai Pargana and Chota Nagpur—which have large reserves of minerals and fetch maximum revenue for the Central Government—is pitiable. There was a proposal to construct a railway line from Dumka to Ranchi via Madhupur, Giridih, Hazaribagh and Koderma. Ranchi and Chota Nagpur are district headquarters. A survey had been conducted for that but there is no mention of the same in this Budget. I request the hon. Minister to pay attention to this line.

Now I want to draw your attention to my constituency. Five to Six hon. Members have given in writing about the stoppage of 103 Up & 104 Down train at Madhupur. It must have a stoppage there. I as well as the other Members of Parliament have received a reply that no express train will be given any further stoppage. After this reply, the train was given a stoppage at Chittaranjan. This was done only for the convenience of the General Manager of Chittaranjan Railway Workshop for his visits to Calcutta and Delhi, although it is only 10-15 minutes drive from Chittaranjan to Assansol. How was it allowed? No action was taken on the request of the Members of Parliament stating that the express trains would not be allowed any further stoppages but a stoppage was provided on the request of a bureaucrat. Now we have been given to understand that the timings and the day of Rajdhani Express are being changed. We, the users of that train, are of the view that no change in this respect should be made.

One of the demands of the people of Giridih was that a 3 tier bogie should be attached to the train running between Giridih and Patna, but in spite of our repeated requests, no action has so far been taken thereon. Another demand of the people of Giridih was that the time of departure of Patliputra Express from Patna should be changed, because the train for Giridih has its connection at Madhupur only for 3-4 minutes, and that train more often than not runs late by 1 to 1 1/2 hours, as a result of which Giridih bound passengers have to wait at Madhupur throughout the night. You have provided double facility to the people of Dhanbad. The first is Patliputra Express and the other is Ganga-Damodar Express which leave Patna for Dhanbad at night. What I mean to say is that those who already have facility are being given more facilities. They have got both suburban train as well as Metro railway, but you are not concerned about the people of backward areas who have not even seen a train.

Another point which I want to raise is that the railway line between Mughalsarai and Asansol via Patna is not electrified. This should be electrified without further delay.

With these words, I thank you for giving me an opportunity to speak, although the time allotted to me was very little to accommodate all my points. With these words, I conclude.

SHRI BAPULAL MALVIYA (Shajapur) : Hon. chairman, Sir, I heartily support the Railway Budget, 1986-87 presented by the hon. Railway Minister in the House.

In fact, the Railway Budget has been presented with the social angle in view. We find that no fare increase has been proposed for the people belonging to the middle and lower category and the hon. Minister has prepared the Budget very intelligently. The Budget is also in conformity with the basic policies of the Congress Party. I believe that this Budget will bring enormous benefits to the country. We see that the progress achieved by the Railways from the First Five Year Plan to the Sixth Five Year Plan is really commendable and I am sure the Railways will make further strides during the Seventh Five Year Plan.

Mr. Chairman, Sir, a number of letters were written to the hon. Minister of Railways in the past about my constituency. A memorandum was submitted for the construction of a railway line from Kota to Harda *via* Soyat, Susner, Agar, Berchha, Sonkatch, Kannad and Khategaou. This is a very backward area and it is linked by a railway line, the area would certainly develop paving way for setting up of industries. This will also lead to increase in agricultural production.

Sir, earlier, there was a narrow gauge line from Agra to Ujjain which falls in my constituency. I am distressed to say that this line has since been dismantled and no trace thereof has been left. In this connection, I had made a request to the hon. Minister of State in the Department of Railways, that this should be examined and a metre gauge line should be laid there as the same has been there from the time of princely state of Gwalior. I again request the hon. Minister to consider laying of a metre gauge line there. The Railway Stations are already there and the only

thing to be done is to lay the railway track which is not going to be a very costly proposition.

The Railways have committed a big mistake by not laying a railway line from Dewas to Bhakshi—a distance of only 35 kms. I had requested the hon. Minister of state that this line should be restored by laying a railway track there. This is a very small thing. The people of that area will greatly benefit from it. Today, we see that the people going to Bhopal and Shajapur have to go *via* Ujjain and thus they also have to pay double the fare. I request the hon. Minister to restore this railway line and solve the problem of the people of that area.

Secondly, we also want Dewas to be linked with Sehore *via* Sonkatch, Ashfa. This will provide a direct link from Indore to Bhopal.

There is a level crossing at Bhakshi which falls in my constituency. This is a National Highway. I request the hon. Minister to get an overbridge constructed there. Secondly, there is a railway crossing on Dewas-Ujjain road also. I request the hon. Minister that overbridges on both these crossings may kindly be constructed.

Sir, I had written to the hon. Minister that there is a big market named Shajapur in our area. Malwa Superfast Train should be given a stoppage there. This train has a stoppage of 80 minutes at Bhopal which is quite excessive. This train should be given one minute stoppage at Sujatpur also.

Sir, four bogies of Malwa Superfast Train originating from Delhi are detached at Bhopal. These bogies should go upto Indore. As a result of detachment of these bogies, the rush in other bogies increases tremendously. This should also be given attention to.

The work in the railway factory under construction in Bhopal should be expedited.

(English)

SHRI NARAYAN CHOUBEY (Midnapore): Mr. Chairman, Sir, the Railway Minister has tried to pat on the back of the Indian people by stating that there has been no such hike in the railway fare as the people had apprehended. Actually, the fact is that there have been changes in the draft railway budget and the railway officers have made certain changes in the plan and draft budget, thanks not to the Railway Minister but to the great people of India who have been registering their protest against the price hike and launch a continuous movement throughout the month of February by way of Bharat Bandh etc., Which you know. Even, Sir, the Railway Minister has been able to earn Rs.76 crores. He has been kind enough to raise the fare of II class Express and Mail passengers who will be travelling up to 250 KM and that too by 7.5%. This is also not fair- The Railway Minister, in the name of National Transport Policy wants passengers, up to 250 KM, to travel either in buses like cattle or in passenger coaches which have no fan, no light and no amenity. I do not think this is socialism. It may be Rajiv Gandhi socialism. But it is not socialism.

The Railway Minister said that actually some improvement has been made in the matter of carrying of goods. Railway carried 250 million tonnes of freight or something more. The Sixth Plan target was 309 million tonnes and we have carried only 250 million tonnes in the second year of the Seventh Plan and we have got 62,000 KM of railway track. We carried only 250 million tonnes. But China, with only 52,000 KM has carried 1,200 million tonnes. This should be taken note of. He is no more a Railway Minister. He is a Transport Minister. He has to plan the entire transport of India, not only of railways. 70% of transport should be carried by the railways. This is the accepted policy of the National Transport Commission. But actually, of course, we have carried something more in bulk commodities. It was something like 191.95 million tonnes in 1981-82 and 1984-85, it has gone up to 212.48 million tonnes. It is quite fine and good. What we are missing is a Section called "other commodities," India

is called a fairly good industrialised country and we are producing many things in industry and most of these things are being carried by road traffic at the cost of rail traffic.

I give you figures. In 1981-82, we carried "other commodities" to the tune of 29.25 million tonnes, that is, 13.23%. But in 1984-85, it was only 10.13% and the total is 23.95 million tonnes. Please take note of this. If we can carry more traffic of "other commodities" (*Interruptions*) then we can save much diesel oil. To carry goods by rail costs 1/6 of the cost if we carry goods by road. This should be looked into.

MR. CHAIRMAN: Don't you have anything to say about your Constituency? Please come to that. You have got limited time.

SHRI NARAYAN CHOUBEY: This Budget is something like a war on West Bengal. We have been denied all things. What was agreed upon in regard to Digha-Tamlok railway is denied. Namkhana Bridge is denied. The double line from Barasat—Bongaigaon is the most congested area and it is denied.

I hope that the hon. Minister will look to it. There is a Government of Leftist forces in West Bengal. Let him make a war on it if he so likes, politically. But in the name of fighting the Left Front Government, don't start war on the people of Bengal.

We are finding a craze for computers. In the next five years, we are going to bring computers to the tune of 520 crores of rupees. I do not think it is useful. You have said in your own books that our wagon productivity is better than France, USA, Germany and Italy. The wagon kilometer per wagon day in France is 46.2, USA 63.2, Germany 47.6, Italy 39.7 and India 90.8. It is useless to bring computers these days. We have got enough man-power. Computers would not increase productivity. Rather, productivity in railways can be increased if we can bring the proportion of carrying goods by the railways to 70%. If we can increase

our capacity to carry other goods from 10.13% as we carry now and most of which is carried by the road traffic, our productivity will definitely increase. You know more road transport means using more diesel. If we can bring that down and if we can load more by rail, it will be much more useful to us than by your bringing computers.

When you are bringing computers, we require small computers to know what is the traffic carried by the roadways so that the railways can make efforts to carry more traffic.

Another thing I would like to submit is that there is a craze for importing foreign things. We are importing foreign rakes. We are importing foreign locos in the name of proto-types. If you are required to import proto-types rakes or locos, you import 2 or 3 or 4 in number. Then our people can take the know-how from them. But for everything you are bringing them in bulk. I do not think this will serve our national interest. I think you should look into it.

Then about safety measures, you have stated in your own statement that failures in 1982-83 had been 13,346. It is 14030 in 1984-85. Failure due to permanent railway track-it was 2787 in 1982-83 and in 1984-85 it was 4091. It is terrible. So track renewals and changing of sleepers are very much needed which we are doing but you are doing it through contractors. Previously these things were done by the departmental labour force. Now you are using the contractors. If these things are done by the Department itself, it can be done better.

With regard to Bharagpur workshop, your target was 2 POH per month. But you know for the last 18 months there has been only one loco POH per month. It is because of rivalry between the mechanical department and the electrical department.

Coming to passenger amenities everybody has stated and I also wish to join them that the food supplied in the trains is not good. Even in the Rajdhani Express we do not get good food.

Then in the South Eastern Railway no bed-roll is being supplied.

Then, Sir, we have just received a telegram from Pandua in Assam. There you have started eviction of such persons who have been staying on the railway land. Previously you tried to evict the people. We represented and you said that you will evict them only when you can make arrangements for their rehabilitation. Similarly, in Calcutta in regard to the circular railway Mr. Ghani Khan Choudhary had proposed to our Chief Minister that 50% of the cost of the rehabilitation programme of the people occupying the railway land will be borne by the Railways and the other 50% should be borne by West Bengal Government. I request you to consider this. You are now going back on the promise of Mr. Ghani Khan Choudhary. I would like to request you to think on it.

On 26.2.86 there was a Bharat bandh. In Bezwada on railwayman in the DRM's office could go for duty including the officers. But whereas you have taken no action on the officers, you are taking action against the ordinary railwayman.

Regarding quarters for railwaymen you have stated that 37% of the railwaymen have got quarters. So 63% of the railwaymen have no quarters. These quarters are also not suitable. ...

MR. CHAIRMAN : These are minor things.

SHRI NARAYAN CHOUBEY : No Sir, they are very important things. 10,71,000 railway men should be given quarters. You are constructing 20,000 quarters in 5 years. That means 4000 quarters a year. If you go at this pace, you will take 268 years for giving quarters to all the railwaymen. Kindly see to it.

Last point. You have made accord in Punjab. You have made accord in Assam. We are happy about it. We request you to make accord with the railwaymen. Don't remove them from service. All the railwaymen removed from service should be taken back. It is inhuman. Make accord with the railwaymen also.

SHRI MULLAPPALLY RAMACHANDRAN (Cannanore): Sir, the Railway Budget presented by the Honourable Minister for Transport for the year 1986-87 is no doubt a soft-one. It is heartening to note that the majority of the ordinary passengers are not affected by this Railway Budget. This budget is all the more praiseworthy since it aims at high profit with maximum inconvenience to the travelling public. Although this year there was unprecedented hike in the prices of petroleum products, the Honourable Railway Minister was kind enough not to increase the freight charges as well as the parcel charges.

Our Honourable Railway Minister is an excellent example of the old saying "appearances are deceptive". He may appear a little tough but his inner self is reflected in the soft budget. The increase in the fares of long distance trains is not surprising and it has not evoked any protest or any sort of objection from the travelling public.

With regard to the fares of the long distance trains, the people from Kerala are the worst affected section because geographically Kerala is situated in the Southern-most part of our country. We will have to travel a long distance to reach the Northern-part of India. Even to those people travelling from Kerala, this increase is not irksome as this comparatively small increase is intended to fetch a high revenue thereby earning a profit of Rs. 69 crores. It is certainly wise on the part of the Minister not to increase freight and parcel charges as it would definitely result in inflation.

Before the information of this Budget, the prophets of doom have predicated that there will be unprecedented inflation. But after the introduction of the Budget, it came as a rude shock to those prophets of doom and I congratulate the Honourable Minister in his effort to resist inflationary rate in our country.

Sir, the efficiency of Indian Railways during the year 1985-86 is no doubt superb. It was attained due to the concerted action on the part of the employees as well as the strict financial discipline adopted by

the Minister in the various sectors of Railways activities. The Indian Railways, we all know, is the largest single management undertaking in Asia. It provides maximum employment opportunities to millions of people in this country. Here, I would like to make a suggestion. Sir, now a—days we know that most of the construction work is being done by the private agencies and private contractors. It is my humble suggestion that hereafter there must be a separate construction wing attached to the Ministry of Transport so that it can generate more employment opportunities to thousands of youngsters throughout the length and breadth of this country.

MR. CHAIRMAN: Please come to your own State.

SHRI MULLAPPALLY RAMACHANDRAN: Yes, Sir, I will come to my State. A study of the kilometerage goes to show that an average 1 lakh people have got an average of 10 kms. of Railway line in our country. But this proportion does not hold good to my State, that is, Kerala. There, the distance of Railway track is only 916 kms. and this is much below the national average. We have got only 4 kms. of railways line for one lakh of population. It is disappointing that the State of Kerala is ignored by the Indian Railways this time also. Last time while I was making my maiden speech on the floor of the House. I had referred to this aspect. Here also I want to make mention about this. During the year 1984-85, the allocation made to the State of Kerala was Rs. 9.71 crores. In 1985-86 it was reduced to Rs. 6.36 crores. For this year, it is most unfortunate, only Rs. 5.24 crores have been allotted to our State. There is a saying in Malayalam: "Only a crying child will get milk". Is it applicable to our State? I want to know from the hon. Minister for how long are we expected to cry aloud in order to get our due share. The Malabar area of Kerala is the most neglected part so far as Indian Railways are concerned. You cannot see Malabar area in the development map of our country. The Malabar area consists of six major districts and nearly half the population of Kerala is

living in this part of our country. There are more than a dozen level-crossings starting from Kuttipuram to Mangalore. It is my humble submission that, after independence, no new railway overbridge has been constructed by the Indian Railways on the national highway.

Another important thing I would like to suggest is this. the Mangalore-Madras line is one of the oldest railway lines in our country. From Shoranur to Mangalore there has been no development on the track. The time taken between Mangalore and Shoranur is quite long, and this time cannot be reduced because there is no double track in this area.

MR. CHAIRMAN : Please try to conclude.

SHRI MULLAPPALLY RAMACHANDRAN : Two more important things, I went to mention. The State of Kerala is having power in abundance. Our State Government has offered to the Central Government that they are prepared to give electricity at subsidised rate if electric trains are introduced in Kerala. But this has only fallen on their deaf ears.

Another important thing is laying of a new railway line from Kuttipuram to Guruvayur to which many of my colleagues have already referred.

Another important request I want to make is with regard to the Tellicherry-Mysore line. In 1901 the first survey was conducted by the Britishers. In 1914-1918 another survey was conducted. During the Second World War also, a third survey was conducted by the same Britishers and they came to the conclusion that it was profitable and economically viable. But nothing has been done by our Government after independence.

Late Shri Lal Bahadur Shastri was fully convinced of the necessity of having such a line.

Sir, I come from the place where the tragic railway accident took place recently. I am happy that the hon. and respected Minister of Transport, Shri Bansi Lal, was very prompt in taking action in that connection. He sent his

young colleague, Shri Madhavrao Scindia, to Tellicherry from where I hail. 27 valuable lives have been lost in that accident. With the consent of the hon. Prime Minister, our Railway Minister has made an ex-gratia payment of Rs. 3,000 to the families of each of the deceased. Here I want to make a submission. This amount is very meagre and it should be raised. There is no question of entering into a logical argument here. I am on the point of ethics. The amount should be raised. I had written to the hon. Prime Minister about this tragic accident and he has replied to me last night as follows :—

“The train accident at Tellicherry was indeed a tragic one. We are doing what we can to help the relatives of the deceased.”

I make a request to the hon. Minister that at least one member of the family of the deceased must be given employment on compassionate grounds in the Railways.

In conclusion, I strongly support the Railway Budget presented by our respected Minister of Transport, Shri Bansi Lal, and I wish success to him and to his young colleague, Shri Madhavrao Scindia, in making the Railways most profitable and effective in our country.

[*Translation*]

SHRI JANAK RAJ GUPTA (Jammu): Mr. Chairman, Sir, the hon. Railway Minister is a man of few words but his action and implementation is always speedy and effective.

After going through the Budget—which is a people's Budget—one can easily make out that he is an efficient administrator, poor man's friend and has an intense will to serve the people.

It is true that the trains are punctual now and the facilities have also increased but still there is need for more improvements in this regard. I congratulate the hon. Minister because the Railways have earned considerable profit and it has taken good care of the people as well as its staff.

[Shri Janak Raj Gupta]

I would like to give a few suggestions to the hon. Railway Minister. You may be aware that I have been elected from Jammu and Kashmir which is a backward state. Tourism and pilgrims to the Vaishno Devi Shrine are the mainstay of the state's economy. I have repeated many times and I would like to repeat once again, that there is no train from Jammu to Delhi and back which runs during daytime for the convenience of people visiting Vaishno Devi Shrine. As a result the passengers have to make a long wait. A fast train should, therefore, be introduced for the convenience of the people so that more and more passengers travel on this route.

Secondly, the Railways used to grant hill station concessions to those desirous of visiting hill stations but this was stopped sometime back. I would, therefore, request that the system be revised so as to attract more tourists to the state. This would benefit Himachal Pradesh, Jammu and Kashmir and other hill stations.

The 25 per cent student concession granted to the youth in the age group of 13 to 33 years is a welcome step. But a restriction has been imposed that this concession is available only for a journey exceeding more than 1000 kilometres. This would not benefit many people. For instance, if some youngmen wish to travel to Kashmir from Delhi or vice versa they cannot avail of this concession because of the limit of 1000 kms. this condition is fulfilled for a journey from Kashmir to U.P. or Bihar. In this connection my suggestion is that the limit for concession should not exceed 300 kms. Any young man who travels 300 kms. and beyond should be granted this concession.

The Poonch-Rajouri area in my constituency extends to 200 kms. along the border and it is a hill area and the people are hard working. I would request the hon. Minister to pay attention in this direction. It is fine that a coach factory has been set up in Kapurthala, Punjab, but cheap labour, wood and other facilities are available in our area as well and, therefore, attention should be paid to set up a new

coach factory either in Rajouri or Poonch.

Besides, there are no reservation facilities in Bhaderwah, Poonch or Rajouri and therefore, I urge the Government to open reservation offices at district headquarters, to enable the people to get reservations.

I would submit one more suggestion. When the train used to terminate at Pathankot, an agency 'Radhakrishan & Co. used to transport goods from the rail head to every nook and corner of the state. You know that our state is spread over a wide area and,' therefore, suggest that such an agency should be provided there which can transport goods to Kashmir or Ladakh from the present rail head—Jammu.

SHRI SANTOSH KUMAR SINGH (Azamgarh): Mr. Chairman, Sir, I express my deep gratitude for the opportunity given to me to participate in the discussion on the Railway Budget. The hon. Railway Minister has presented a Budget which not only provides relief to the general public but also resolves to bring in more efficiency in the working of the Railway department. Be it the question of introducing computerized reservation system or higher production of goods wagons, passenger coaches, diesel and electric engines or a proposal for electrification of railway line, or construction of double track between Delhi-Kanpur and Delhi-Agra, or the question of giving more facilities to railwaymen like houses or hospitals or a resolve to maintain ecological balance through afforestation—all these things which are envisaged in the Budget are welcome. I congratulate the hon. Minister for extending the student concession of 25 per cent which was introduced in 1985-86 to this year as well in a bid to encourage youth to travel throughout the country and strengthen its unity and cultural heritage. The hon. Minister deserves to be congratulated for presenting such a balanced Budget within the limited resources at his disposal.

Now; I would draw your attention to my constituency. The eastern part of Uttar Pradesh is a very backward area. The people are not able to rise above backwardness. There is no doubt that the

Railways are the backbone of any area. It accelerates development. It was in Azamgarh, Ballia, Ghazipur and other parts of eastern Uttar Pradesh that the freedom struggle took roots. But in spite of this the Railways have not been able to mobilise resources to provide more facilities for the development of the area. The hon. Prime Minister wishes to take the country to the 21st century. The people of this area have shed their blood for the freedom of the country and it was this area where the clarioncall for freedom struggle was first given. No attention is being paid to construct a broad gauge line in the area, whether it is Azamgarh, Ballia or Ghazipur. That is why the people of this area have not seen a diesel or electric engine so far. Before, we press for a diesel engine or electric engine we should have a railway line, but it is not there. We do not even have a broad gauge line at the district headquarter. There are no means of communication in that area. I would like to remind you that the area has been surveyed many times. There is a broad gauge line between Lucknow and Shahganj but between Shahganj and Ballia via Azamgarh there is no broad gauge line. I have raised this matter many times verbally as well as in writing but the stock reply is that in the absence of resources it is not possible. On the one hand we get this reply while on the other hand more attention is paid to developed areas. Should not those areas be developed which have contributed to the country's unity and integrity and to the freedom of the country. It is a big question mark for us. I, therefore, request the hon. Minister to pay immediate attention to it.

I want to make a submission regarding Varanasi-Bhatin line. The work on this railway line is going on for the past several years. What happens is that some work is done and then it is stopped for some reasons. The hon. Minister has allocated Rs. 1 crore for its construction in this Budget. I would like to submit that if the construction work progresses at this pace it will take 45 years or more to complete it whatever be the allocation by the Minister. What is the fault of the people? What have they done that they are being deprived of development. Besides, I request the Government to introduce a day train

from Varanasi to Delhi and back for the convenience of passengers.

With these words, I conclude and support the Railway Budget.

SHRI R. S. KHIRHAR (Sitamarhi) :
Mr. Chairman, Sir, I rise to support the Budget presented by the Government. Certainly it is a praiseworthy Budget. Special attention has been paid particularly towards the youth of the country and people with low income. The hon. Minister deserve thanks for it. But regarding the question of concession to the youth, which has been raised by Shri Gupta also, I would like to say that there is need to reduce the limit of one thousand kilometres, otherwise majority of our youths would be deprived of this concession. The hon. Railway Minister should look into the matter.

In spite of these facilities and claim to progress made in the Budget, the backward areas have been neglected. I am specifically referring to the northern border of Bihar which is situated on the India-Nepal border. I have been elected from Sitamarhi which is the birth place of Sitaji and the cradle of the culture of India. Pilgrims from every part of the world visit Sitamarhi which is a centre of pilgrimage. But I regret to say that it takes 24 hours to reach Sitamarhi from Patna, which is the capital of Bihar, and 12 hours from Muzaffarpur when the distance from Muzaffarpur to Sitamarhi is 33 miles. This matter was raised earlier also and a feasibility study of a railway line from Sitamarhi to Muzaffarpur was made during the tennure of Shri Lalit Babu when he was the Railway Minister. But this railway line could not be laid due to certain reasons. Nobody has considered this matter. When this matter was raised at a meeting with the hon. Transport Minister, it was stated that according to the investigation report the railway line is not viable because in the absence of industry and mines, goods train cannot be run there. When this is the position then how can the backwardness of that area be removed. Our Government is preparing itself to enter the 21st century. I would, therefore, request the hon. Minister to take

[Shri R. S. Khirhar]

up the matter with the Planning Department and make provision for railway lines for backward areas as a welfare measure so as to provide railway lines in that area. The people of that area have not even seen a train. Such backward areas should be connected by railway lines.

I would like to raise one more important point. The Nepal Government had suggested construction of national highway from Kishanganj to Chhittauni on the Indo-Nepal border in September 1985. The Members of Parliament representing border areas convened a meeting where a memorandum was prepared which listed three demands. The Prime Minister was given the memorandum in which it was demanded that a railway line should be provided from Sitamarhi to Muzaffarpur and the metre gauge line from Darbhanga to Narkatiyaganj should be converted into a board gauge line. Besides, Chhittauni overbridge should be constructed without further delay so that Bihar and U.P. could be linked. But there is no mention of this in the Budget. The hon. Minister is present here. I hope he will pay attention to these demands. As I have little time, Shri Manoj Kumar will raise the other points. All the Members of Parliament of U.P. and Bihar, representing constituencies falling on the Indo-Nepal border, had submitted a memorandum in writing to this effect and even now they are unanimous on these demands. In the end I would demand that Chhittauni overbridge should be constructed without delay and the metre gauge line from Darbhanga to Narkatiyaganj should be converted into broad gauge line.

With these words I support the Railway Budget.

SHRI MOHD. MAHFOOJ ALI KHAN (Etah): Sir, by presenting the Railway Budget the hon. Railway Minister has given us an opportunity to express our views. Going through the Budget, I have come to the conclusion that every year the fares are increased. This year also the fares have been increased and the fares of second class have also been enhanced. You can, of course, increase

the fares but you should also see the condition of trains, the railway stations and the insanitary conditions which prevail there. It should also be seen what facilities are being provided to the second class passengers.

16.00 hrs.

I had mentioned earlier also that Etah is a small district in Uttar Pradesh from where I have been elected. Once Shri Rohanlal Chaturvedi belonging to that district was the Deputy Minister in the Railways. He got a railway line constructed from Etah to Barhan. The railway line was laid in Etah district about which it was said that there was no railway line there. Since Shri Chaturvedi belonged to that area he got the work done and a railway line from Etah to Barhan was laid.

[SHRI SHARAD DIGHE *in the chair*]

But this line did not prove to be of much use because there was not much passenger traffic on this line. A train arrives in the morning and the same departs in the evening. In this connection I recall a proverb.

*Faile bad to khud karen
Lanat karen Shaitan par*

The condition of this railway line is so unsatisfactory that it showed a loss of Rs. 60 lakhs in 1983-84. This railway line is incurring loss continuously ever since it was laid. I would request that if the Government do not intend to lay new railway lines, it may not do so but at least the railway lines, which have already been laid, may be maintained properly and extended further. This line should be extended from Etah to Farrukhabad. There are a number of big markets and towns in this area. This railway line would prove to be viable in this area. If after conducting a survey of this area, this railway line is extended upto Farrukhabad, it will provide great relief to the people of that area. The distance upto Farrukhabad is 70 kilometres. By extending this railway line upto Farrukhabad, it will facilitate travel to Delhi. We have to travel by bus to attend the Parliament session. If, however, this is

not possible then a direct train may be provided from Etah for passengers going to Allahabad and Lucknow, the High Court of the State is located at Allahabad and the capital of the state is Lucknow. People have to face great difficulties in going there in the absence of the railway services. I would request that instead of the railway line, which is showing loss, a new railway line may be provided or it may be extended further.

As per this Budget, no new railway line will be provided in Uttar Pradesh. Uttar Pradesh is the biggest state in India and no new railway line has been provided for the state in this Budget. I would, therefore, request that at least this railway line be extended further so that it may become viable.

Secondly, for going to Jammu and Kashmir, we can go by train only upto Jammu. There is no train service beyond this place for going to Srinagar. It is not possible to lay a railway line upto Srinagar? It is necessary to conduct a survey for this railway line.

Thirdly, there is a halt station at Ballupur on Lucknow-Agra line of N.E. Railway. This should be made a full-fledged station. A number of passengers board the train from this halt. Since this is a 'Mandi', the Railways can get goods for transportation also from here. This will be useful for the Railways from commercial point of view. This Ballupur halt should be made a full fledged Station.

My another point is that the Pawan Express running in that area is stopped by the passengers wherever they like. I represent that area and I catch train at Daryaoganj station. If Pawan Express is stopped at Daryaoganj station it would prove useful not only for me but other passengers also who want to travel to Delhi. I would, therefore, request that it would be better if Pawan Express and Lucknow Express are stopped at Daryaoganj railway station.

You may increase railway fares but you should also bring about improvement in the railway services. The passengers

are facing much hardship. Special attention should be paid towards the second class passengers. It makes no difference to the passengers travelling in first class if their fares are increased. But facilities should be provided to the second class passengers. Insanitary conditions prevail in the railway stations. Latrines are not clean and there is no proper bathing facility there. There are no proper waiting rooms or safety for the passengers at the stations. It is quite strange that there are no headlights on the engines. Once I was travelling on Farrukhabad—Kanpur line. To my great surprise there was no light in the entire train which can cause lot of harm. Therefore, I would request the hon. Minister to look into the matter. It has great effect on the people. I would request the hon. Minister to specifically look into the matter. Etah is a backward as well as crime infested area. So, if the Government lay more railway lines there the people will be grateful to the Government.

SHRI MAHENDRA SINGH (Guna) :
I congratulate the Minister of Railways for presenting a balanced Budget. The way diesel prices had been increased, the people of the country were thinking that the railway fares will be heavily increased. But the manner in which the Railways have progressed and earned profit in every field in the last two or three years, made it possible for them not to increase fares heavily in spite of the hike in diesel prices. This will leave 80% of the people unaffected. The people of the lower strata of society in particular will not have to face the increase in the railway fares. I, therefore, congratulate the hon. Minister.

Mr. Chairman, Sir, the Railways are a huge department. There are 7000 railway stations over an area of 6,000 kms. and 11000 trains criss-cross this area daily. It is not an ordinary thing to bring about improvement in such a vast department but you have made earnest efforts and every one is feeling that. The Railways have made progress in every field, be it the transportation of goods or bringing down the rate of accidents. Our hon. Prime Minister had laid emphasis on modernisation and in pursuance thereof computerisation was introduced in the

[Shri Mahendra Singh]

Railways by computerising the reservation system in Delhi. In other places also this arrangement will be extended. I, therefore, congratulate the hon. Minister. I also urge that freight operation too should be computerised. In foreign countries, it has proved to be very beneficial. I, therefore, request that freight operation should also be computerised at the earliest.

Mr. Chairman, Sir, I want to congratulate the hon. Minister also for improvement in efficiency in the Department. Transport is the concise index of efficiency. There has been 10 to 15 per cent increase in the net tonne kilometre per wagon per day. For this I congratulate the Government. The Railways had created 42 per cent resources during the Sixth Five Year Plan and in the Seventh Five Year Plan a target of mobilising 50 per cent internal resources has been fixed. This has brought much improvement in the situation. There will be all round improvement in the situation as the old tracks will be renewed, lines will be electrified, new coaches, wagons will be manufactured. There will be considerable improvement in efficiency on account of the target of renewal of 4000 kms. track and production of 2500 wagons every year, against the present rate of 1300 wagons. After the factory at Kapurthala is commissioned, the shortage of wagons will definitely be removed.

Sir, I congratulate the railway employees also, particularly for their discipline and sincerity which has brought about improvement in the Department and which has been appreciated by the hon. Minister also. I urge the hon. Minister that more attention should be paid towards providing facilities to them. I congratulate the hon. Minister for increasing the number of staff quarters and staff amenities. Appropriation to depreciation reserve fund has been kept at high level and replacement of overaged assets is also necessary. For this also I congratulate him. I suggest that sportsmen should be provided more amenities.

I want to make a submission that under the sports quota more and more sportsmen and women should be employ-

ed so as to raise the morale of our players and sportsmen to improve their performance at international level. In addition, national and state level players should also be shown preference in the matter of employment in the Railways. The sportsmen have been demanding 'single fare' double journey, quota for quite a long time. I request you to consider this demand also.

Now I draw your attention to my own Lok Sabha constituency. Malwa Express runs from via Indore Bhopal three days a week. My request is that it should run three days enroute Guna. In this way there will be direct connection between Guna, Bina and Indore and the passengers of this area will be greatly benefited. There has been a long standing demand for providing stoppage of the Janata Express and the Dadar Amritsar Express at Barai station in my area. I request that even if it is for two minutes, direction for stopping the Janata Express and Dadar Amritsar Express at Barai station may be issued. Similarly, provision should be made for stoppage of Sabarmati Express also at Shadora and Ruthiyari stations, which the people of the area have been demanding for quite a long time. I request you to consider this demand sympathetically.

A demand for an overbridge near Ashok Nagar in my area has been outstanding for long. I request you to sanction this overbridge. In addition, I request that a fast passenger train upto Bhopal on Kota-Bina rail line should also be started.

After Shri Madhav Rao Scindia became the Minister, there is a feeling that the railway services in the Gwalior division have increased considerably. We have certainly got many rail facilities, but on the Gwalior-Guna section, passengers have not got any facility. I think when he was the Member of Parliament he was instrumental in getting many facilities by persuading the hon. Minister. It is said that the Taj Express extended upto Gwalior by Shri Scindia but the decision to extend it upto Gwalior had been taken during Shri Abdul Ghani Khan's tenure as the Railway Minister. I want that this train should be extended not only to Gwalior

but upto Khajuraho also, After all one of the aims is to earn revenue. Earlier it used to remain idle at Agra for 8 hours and even now it remains idle for 4½ hours at Gwalior. Khajuraho is an attractive place from tourist's point of view. Its extension upto that place can fetch sizable revenue to the Railways. Also, with electrification, the speed of the train is also increasing, I, therefore, request you to treat the Taj Express as a tourist train and it may be extended upto Jhansi. Luxury coaches should be attached with this train so that the foreign travellers may travel with comfort. This will result in increase in income to the Railways.

Lastly, I want to congratulate you for bringing down the number of accidents. You have admitted that 65 per cent accidents occur due to the employee's fault and we know that more attention is being paid on the aspect of safety. Whereas in 1980-81, the number of accidents was 1013, last year it was 741 and this year upto February the number is 665. I congratulate you specially for reduction in their number. You are trying to bring them further down.

One particular request that I want to make is that manual signals should be replaced by electric signals and at least one person must be posted at every level crossing not only to reduce the number of accidents but also to provide employment to some people.

Then I want that the Planning Commission should allocate maximum funds to the Railways so that new rail lines may be laid and railway facilities could be extended to the backward areas also. The present pace of laying new railway lines is very slow. You have with the collaboration of the Indian Tourism Development Corporation effected a lot of improvement in the quality of meals served by the Railways. For this also I congratulate you. You have paid attention towards the problem of environment also and have planted trees near the railway lines. For this also I congratulate you.

By the end of the century, there will be such an increase in the rail traffic that suburban traffic is likely to reach a figure

of 40 thousand million passenger kilometres. Keeping in view all these things, if the Planning Commission provides maximum funds, only then we will be able to achieve our target and I request that attention may be paid towards this. With these words, I support the Railway Budget.

*SHRI G. S. BASAVARAJU (Tumkur) : Mr. Chairman, Sir, so far many of my friends have ventilated their views about the Railway Budget for the year 1986-87 presented by our hon. Minister. There is no increase in the second class fare and in the students concessions. The common man in the country is very happy with the railway budget. I wholeheartedly welcome and support this budget and express certain views about the grievances of the people of Karnataka State.

Indian Railway is one of the biggest in the world and every year crores of rupees are earned. There is no other transportation system which is as convenient as railways. But it is unfortunate that a meagre amount has been allocated for the construction of new lines. Last year about 84 crores of rupees were provided for construction of new lines. This year the amount is only 100 crores. This amount is not at all sufficient. Due to escalation the construction charges have gone up steadily. If this kind of allocation of a meagre amount for new lines continues, there cannot be good progress in the country. Transportation of various goods from nook and corner of the country would become a great problem if new lines are not constructed. Therefore, I request the hon. Minister to plead with the Planning Commission and to get an allocation of at least one thousand crores of rupees every year for the construction of new railway lines in the country. All the time, Karnataka State has been neglected with regard to railway facilities. Step motherly attitude is being shown to southern States particularly to Karnataka.

In the 6th Plan about 25 crores of rupees were made available for the electrification of the railway line between Bangalore and Jolarpet. Strangely, an amount

*The speech was originally delivered in Kannada.

[Shri G. S. Basavaraju]

of only thousand rupees has now been allotted. If this is the condition how can we expect any electrification work in Karnataka State. I hope the hon. Minister would reconsider this matter and allocate more funds for this electrification of Bangalore-Jolpet railway line.

An amount of 25 crores of rupees was made available for conversion of metre gauge into broad gauge between Mysore and Bangalore in the year 1979. This is a very high density route but unfortunately in the recent years only 60 to 70 lakhs of rupees were provided each year. This year the amount is only 20 lakhs of rupees. Therefore, the work is going on at snails pace and I am afraid at this rate this conversion work may not be completed even after another 50 years.

There was a proposal of a new railway line between Kottur and Harihar. This has been stopped at the survey stage itself. Similarly the proposal of converting Bangalore-Miraj line into broad gauge is also pending for the last several years. This is a very good link between southern and northern regions of the country. The distance of this line is only about 300 kms. I believe that the Government would give a serious thought about the conversion of this important line.

Hubli-Sholapur line is another important route which should be made a broad gauge line. The hon. Minister should also take up the railway line construction work between Hubli and Karwar. Karwar is an important port and it must be linked with Hubli to encourage trade. Another line has to be constructed between Maddur and Ananthapur via Pavagad. This line would connect the States of Andhra Pradesh and Karnataka. A new railway line has to be taken up between Bellary and Sree ngapatnam via Sira. This will help lakhs of people in that area and it will be a boon to the businessmen.

Chitradurga-Rayadurga line is an important ongoing project for which only 20 lakhs of rupees have been provided this year. I request the hon. Minister to provide more money for this project as it is a

very vital project in the State of Karnataka.

Karnataka has only about 50 to 80 Kms. of broad gauge line. This is almost negligible when it is compared with the broad gauge lines of other States. Most of the officials in the railway department situated in Karnataka are from Kerala or Tamilnadu. They do not take keen interest in providing more facilities to the passengers. Hence while appointment is made for the railway departments in Karnataka preference should be given to the people of Karnataka.

Due to theft goods worth about thousand crores of rupees are lost every year. As lawyers we have seen in the courts many people making false claims. In some cases officials are also involved in these theft cases. Some stringent measures have to be taken to see that theft in the railways is stopped once and for all times to come. To stop such cases there should be continuance vigilance.

Almost all the State capitals have daily trains from New Delhi except Bangalore. Karnataka Express runs only twice a week. Therefore, I request the hon. Minister to immediately introduce a daily Rajdhani Express between Bangalore and New Delhi.

I hop that the hon. Minister would look into all the points that have been raised and allocate more funds for construction, conversion, electrification and doubling of railway track in my State of Karnataka. I thank you for giving me this opportunity to speak and with these words I conclude my speech.

[English]

SHRI UTTAM RATHOD (Hingoli) :
Mr. Chairman, I rise to point out some of the things, some of the on-going projects which have been neglected to a great extent by the Railway Department.

As you are aware, when Maharashtra was facing a drought, the then Prime Minister Shrimati Indira Gandhi addressed a public meeting in Aurangabad and promised that the Manmad-Purli broad-gauge

conversion work that is, from Manmad to Parbani would be taken up immediately.

In 1977 Prof. Madhu Dandavate started the work of the construction. But unfortunately for paucity of funds this line had been completely neglected. In spite of several representations from the public as well as from the Members of Parliament, we have not been able to make a headway as far as this work is concerned. There is a great disappointment in the minds of the people, a feeling of frustration in the whole area as the people from that area, that is Marathwada region feels that development can come only through broad gauge. I want you to take up this issue at least in the Supplementary Budget and see that some more funds are provided. Last year when I spoke on this issue I had specifically asked the Railway Ministry to tell us the date on which they will be completing this project so that we could travel from Bombay to Aurangabad. But even till this day they have not been able to say that. I do not know why the Railway Ministry does not give us a definite time or at least specify when they would be taking us by broad gauge up to Aurangbad. In all seriousness I would request the hon. Minister to pay more attention towards this project because the people are frustrated and now the younger generation especially the students, who had come recently in a delegation, are very very disappointed and I am afraid that they may go to any extent and for that the Railway Ministry only will be held responsible. It will not be possible for us to control them for they feel that they are being ciberately neglected. Every year you make provision of Rs. 50 lakhs or Rs. 1 crores, and then you go on subsequently increasing it, ultimately what happens? The conversion is not yet complete and the people feel frustrated. I hope you will take these things into consideration.

I am grateful for making some provision for Darwha-Hadgaon-Bhokar line. This railway line from Drawha to Pusad which is 36 miles long was there till 1939. It was a narrow gauge line. This line was uprooted and shifted somewhere in Iraq in the Middle-East. In 1953 when Shri Lal Bahadur Shastri was in charge of the Railway

Ministry the people of Digras and that area had requested him that this line may be taken up. Lal Bahadurji promised that he would consider it. Later on, nothing was done. And when Shri Ghulam Nabi Azad came to Washim he took up the issue and some provision was made for doing traffic-cum-engineering survey. Last year I think some seven lakhs of rupees were provided for this. But this year the amount is reduced up by 50 per cent. I do not know why it should be so. The land is there. From Darwha to Pusad the railway department has only to take action to restore it. The banking is there, the only thing you have to do is to widen it. The bridges are there, only the rails are missing. They have to be put. If you do that the people will feel that something is being done.

After independence, some lines were constructed by the Railway Department. In that Puruna-Hingoli-Khandwa metre-gauge line was also constructed. But commuters on this section have to pay 1.33 percent more fare than others. I do not know why these charges should be levied. I enquired from the Minister and he had expressed his liability. Why should he not be equated with other passenger fares? Do you differentiate between commuters of Delhi and Bombay or for that matter Poona? No, you do not do that. You have a parity for that. But how is it that people travelling on Puruna-Hingoli-Khandwa line are charged more? Is it a penalty they have to pay for remaining backward during the Nizam's time? In fact, your attitude should be to give subsidy in order to bring them at par with others. But here you are doing injustice to the backward people by charging 2.33 per cent more.

One more individual case. At Hingoli station we want a foot bridge. But this request is not granted. Even drinking facilities, water coolers are not provided. I do not know why these facilities are not provided by the Railway Department. When you are introducing computers here, we are happy. But do something for us. After all, we are also human beings.

With all these things I support this Budget.

BEGUM AKBAR JAHAN ABDUL-LAH (Anantnag): In the Railway Budget presented on 26th of the last month, there are some good proposals. The proposal not to increase the fare for second class passengers is a welcome step. The concession to students is also a good decision. But charges of second class reservation should not have been increased.

I would also plead for cleanliness in Railways. Above all, I would plead for punctuality in Railways. It must be known to the Minister that the trains are running invariably late.

Railways are one of the most important vehicles of national development not only from the point of view of national investment, but also from the point of view of employment that Railways provide. There is no doubt that Railways have played a great role in the nation's socio-economic development. Besides, passenger movement from one corner of the country to the other, Railways carry million tonnes of cargo comparatively lower rates.

Unfortunately, Jammu & Kashmir State has remained very backward in Railways. In a way we have remained where we were in 1947. We had the Railway link upto Jammu and today also we have the railway link upto Jammu only. Seven years ago, construction of Railway line from Jammu to Udhampur was started. Initially, it was a Rs. 70 crore project and the line was supposed to be completed within five years. 6 years have already elapsed so far, but hardly Rs. 4.5 crores have been spent on this line. In view of the price escalation, more funds will be required to complete this project. The work on this project has been going on very sluggishly and I am not sure that this project will be completed within a matter of even five years from now.

As for the Railway line between Udhampur and Srinagar, it is shocking that the Ministry has not even conducted survey so far. What is the reason for delay in conducting the survey. It is not difficult to have tunnels through mountains in modern age of technology.

The Railway Minister should earmark funds for conducting survey, so that

construction of a railway line between Udhampur and Srinagar becomes a possibility.

Survey was conducted long ago to lay the railway line between Qazigud and Baramulla. But the line was not constructed and there is no assurance from the Railway Minister to this effect.

Kashmir has to be on the Railway map of India and, therefore, I expect that the Railway Minister will extend an assurance to me that railways will be extended to Srinagar and other towns in Kashmir.

The Railway Minister must be fully aware of the fact that extension of railways to the Kashmir Valley will be a step towards economic development in the J&K State, besides promoting national integration.

[Translation]

SHRI R.P. SUMAN (Akbarpur): Mr. Chairman, Sir, I rise to support the Railway Budget because it provides relief to the poor and would ensure development in the Railways in spite of the limited resources. It is a welcome Budget. But Sir, there are two or three points towards which I want to draw the attention of the hon. Minister. I am putting forth suggestions which do not need extra expenditure and at the same time will provide much relief to the public.

The whole of the country is aware that eastern region of Uttar Pradesh is a very backward area and in that region Faizabad is still more backward. It is a matter of regret that Faizabad is constantly being neglected. The service of Lucknow-Mughalsarai passenger train is quite erratic, it usually runs late by as much as 24 hours. My submission is that the way attention has been paid towards fast trains, the passenger trains should also be taken care of. These trains run very late and are in such dilapidated condition that people have to face great difficulty in travelling by it. This situation should be remedied and the condition of these trains should be improved. Special attention should be paid there so that the punctuality of these trains could be ensured.

Secondly, there is only one direct train

available between Delhi and Varanasi *via* Faizabad and Jaunpur and that is Ganga-Yamuna express i.e. 83 Up and 84 Dn but that too runs on this route only four days a week. For the remaining three days it goes *via* Sultanpur. My suggestion is that Assam Mail should be diverted to Sultanpur and this train i.e. 83 Up and 84 Dn. Ganga-Yamuna Express in the absence of any other direct train in this direction, should run on all the days of the week between Delhi and Varanasi *via* Faizabad, Jaunpur. The AC coach connected at Delhi with this train is detached between Lucknow and Varanasi. My submission is that it should not be detached because there are people who would like to travel in AC Coach between Lucknow and Varanasi. Therefore, it should not be done that AC coach is attached upto Lucknow and then it is detached.

Similarly, earlier there used to be a train, Delhi-Buxar Passenger train, which used to start from Delhi and was known as Janata train. It gave a lot of relief to the people but subsequently, for reasons unknown to us, this train was made Bareilly-Buxar passenger train in place of Delhi-Buxar passenger. I request that Delhi-Buxar passenger may be restored to provide relief to the people because there is no other direct train between Delhi and Varanasi. It will not involve any expenditure also.

Thirdly, Ayodhya has a great historical significance. I regret to say that in spite of repeated requests Ayodhya is being neglected. It has been demanded for quite a long time and memoranda have also been submitted regarding a railway bridge in Ayodhya but we do not know why such an important place is being neglected and the bridge is not being constructed there. Immediate arrangements should be made for its construction.

Fourthly, there has been a constant demand that a train should be provided which may connect Allahabad with Ayodhya. Last time the hon. Minister was kind enough to start Surya Express but that was started between Faizabad and Allahabad whereas the demand of the people was to run it between Ayodhya and Allahabad. I suggest that in view of the 440 K.W. Thermal Power Project being constructed at Tanda

on Saryu river, this train should be run from Tanda to Allahabad *via* Akbarpur, Gosainganj and Faizabad so that the population of that area could be benefited. Thus, that train would be linked both with Saryu river and Ayodhya and the sentiments of the people of that area would also be respected. Therefore, I request that a train from Tanda to Allahabad *via* Akbarpur, Ayodhya, Faizabad should be introduced.

My another submission is that about 35 lakh people belonging to Faizabad, Azamgarh, Sultanpur, Jaunpur, Basti and Eastern Uttar Pradesh are settled in Bombay and they have often to travel between Bombay and their hometown. They experience a lot of inconvenience during this journey. If they want to go to Bombay, they have to go *via* Banaras or Lucknow. Therefore, my request is that instead of running the Kashi Express from Banaras to Bombay *via* Allahabad, it should be run *via* Jaunpur, Shahganj, Malipur, Akbarpur, Ayodhya, Faizabad and Allahabad. It would mean a little diversion in the route, but it will cater to the needs of three to four districts and thus they will be benefited. Faizabad, Sultanpur and Pratapgarh will also be connected thereby.

Secondly, there is a historical place of pilgrimage at Kichochha-Sharief which is just near Akbarpur-the constituency I represent. The people even from abroad come here to make an offering in fulfilment of a vow. Akbarpur is a junction where reservation in first or second class is not available in any of the trains except Ganga-Jamuna Express. There is a spinning Mill, Shriganohi Ashram and Tanda Thermal Power Project of 440 MW capacity. The area is inhabited by the weavers. Therefore, keeping in view the importance of this place, reservation for at least four first class berths and eight second class berths should be provided there. This will provide relief to the local people.

I had taken up the matter of providing waiting room facility there with the hon. Minister. There is no provision of shed and drinking water there. I was told in reply to my letter that platform shed is already there. I can say with authority

[Shri R. P. Suman]

that there is no shed there and the hon. Minister can go and see it himself that there is no shed where the train stops daily. I, therefore, request that a shed should be constructed there. At the same time, I would also like to point out that the level of none of the platforms at Tanda is of the required height. As a result of it, the passenger experience a lot of difficulty. Hence, I request that at least one platform at Tanda should be elevated to the required level of height. As most of the population in this area belongs to the weaver community, 'angochha' and 'lungis' of a fine variety are produced there. Therefore, a godown should also be constructed there with a view to providing relief to the people.

With these words, I support the Budget.

[English]

SHRI S. G. GHOLAP (Thane) : Mr. Chairman, Sir, first of all I thank you for giving me this chance to speak now. I congratulate the hon. Minister and I support the Budget. It is the first Budget not of the Railway Ministry, but of the Transport Department. I don't understand what is the special benefit of creating this Transport Department. Previously it was already a very big department. The Railway Department itself has been a very big one. Now it includes water transport, air transport and surface transport. All those things are included. What is the advantage of creating this Transport Department? I don't know. I hope that the Minister will reply to this point. Sir, one day before the Budget the Prime Minister has stated that 'we will have to take very hard decisions'. So we were all under the impression that definitely there will be more charges. But I must congratulate the Minister that in these circumstances he has not increased the ticket fare for the II class passengers, passengers of the suburban trains and pass-holders and for goods traffic. So, 90% of passengers are exempted from additional burden. Therefore, I congratulate the hon. Minister for this.

I now wish to deal with the suburban

services. The suburban services need some special attention. I request the Minister to do the needful. Of course, he is aware of the rush in the Bombay suburban train. Last time when Shastriji, the then Minister for Railways, travelled in the third class when I was also in the third class compartment and he came to know about the rush. Similarly, I request the Minister to see the rush there. No man can enter into the train and the person who enters cannot get down in the next station. So, what is the alternative? I suggest that at present there are 9 rakes. I wonder whether 12 rake can be provided. So, I request the Minister to see the possibility of putting 12 rakes so that more passengers can go by the same route.

There is some suggestion that some suburban stations like Kalyan have no home platform. There is a proposal to have a home platform for Kalyan station so that more trains can go. So, I request that it should be taken up immediately.

Yesterday I was listening to the speeches of some hon. Members. Even the small issues were taken up by them. Why? Because there is no system at present to solve the problems at the bottom. For this, there should be a Committee. So, I request that there should be a divisional level committee. At present there is a Committee, but there is only one M.P. from the Division. So, I request that there should be a divisional level committee where M.Ps. from that area are represented so that we can suggest various things and we can implement various proposals.

One thing that I have come to know about the Bombay Division is that all the urinals and lavatories at the stations are removed. I was told that it is a policy decision of the Railways that there should be no lavatories in the stations. I do not know why this decision has been taken. In some stations people have to sometimes wait for hours together. So lavatories should be provided at the stations.

The suburban Diva Vasai railway line has already been completed in 1981 and goods traffic has already started there. The electrification also is over. So, in Diva Vasai the goods trains are running, but passengers trains are not running. So,

I request that passenger service should be started on the Diva Vasai line so that the Central Railways will be connected with the Western Railway by a suburban train. So, the passenger service should be started immediately on that line.

There is one Central Zonal Committee. For one year I have been waiting for the invitation, but no invitation has come and no meeting is called for. Why is it not called? That should be inquired into so that there will be a regular meeting of that Committee.

Regarding the new railway line of Mankhurd-Belapur, last year Rs. 2 crores were provided, but all of a sudden Rs. one-and-a-half crores were taken back and given to some other states.

Again the amount was returned, but it has not been spent. This year only Rs. 10 lakhs are provided. Of course, it is negligible. There is a proposal that bonds should be issued by the State Government and the amount realised will be given by SIDCO to the Railway. Even then there cannot be sufficient money for two-three years. So, work should be taken up in three stages: (1) Mankhurd to creek bridge; (2) Belapur to bridge (3) the creek bridge. The idea is that money can be made available in three stages and the work can be completed within five years.

The work on Vasai creek bridge near Bandra on Western Railway is going very slow and it is not known how much time it will take. So, I request that work should be completed early so that suburban trains can carry more passengers.

With these suggestions, I support the Railway Budget.

[Translation]

SHRI MOHD. AYUB KHAN (Jhunjhunu): Mr. Chairman, Sir, at the outset, I congratulate the Railway Minister for presenting such a good Railway Budget. At the same time, I would also say—our hon. Defence Minister is also present here—that very little attention has been paid in the Budget to our Armed Forces. Keeping in view the speed at which our Army

is being strengthened, there is an acute shortage of M. V. F. U. for the Armed corps. The shortage is felt particularly at the time of movement of armed units from one place to another, during the movement for training and for the movement to the front at the time of operation. If the same is not supplied in time then the armed units have to wait for months for their transportation to the firing ranges and to the places of training. They face a great deal of difficulty in getting bogies/wagons. Even in getting power for the engine, there is a lot of corruption. A host of problems are faced in getting an engine. Whenever, power is requisitioned for shunting, they face a number of difficulties. Therefore, the hon. Minister must pay attention to it.

The railway free travel concession to the army personnel is available only once a year when they proceed on two months annual leave. The concessional warrant is issued only for one month's casual leave. This has been in vogue since the British days. These army personnel should be given this facility of warrant at least thrice a year to enable them to go to their home town during leave. Similarly, concession should also be given to the ex-servicemen as they have also served in the army.

Secondly, I also share the views expressed by the hon. Planning Minister that the moment we cross over to Gujarat from Rajasthan by car, we feel the difference that we have entered another area. Similarly, when we go to Haryana from Delhi and cross over to Rajasthan, even a sleeping person would tell that Rajasthan has come. At least this difference should not be felt in the trains. Then only one can say that there has been some improvement in the railways.

Not a single broad gauge railway line is there in Rajasthan. No progress in the matter of railways is visible there. Therefore, I request the hon. Minister to pay attention to it. I suggest that the Delhi--Ahmedabad train which runs via Jaipur four days a week should run via Loharu, Jhunjhunu and Sikar on the remaining three days of the week to cater to Jhunjhunu in Rajasthan. This will provide a big relief

[Shri Mohd. Ayub Khan]

to the people to the people of that area particularly that of Jhunjhunu.

There is a train which runs from Dabri to Singhana Copper Project in Khetri. It runs as a goods train only. If some passenger coaches are also attached to this train, it will benefit the local people.

Shri Bansilal has introduced a train named Shekhwati Express which runs between Delhi and Jaipur. This train should be extended upto Swai Madhopur. This will also give benefit to the people, because another train from Jaipur leaves immediately after the departure of this train with very few passengers in it. This train comes from Loharu. If that train is run from Loharu to Ahmedabad or from Loharu to Ajmer, this most backward area can greatly benefit from the point of view of railways facilities.

That area of Rajasthan has only narrow gauge lines and even the tracks are overaged. Both bogies and engines are worn out. I hope, the hon. Minister will pay attention to it and accede to my request with regard to running Delhi—Ahmedabad train via Loharu, Jhunjhunu, Sikar and Flaira on the remaining three days of the week.

[English]

DR. A. KALANIDHI (Madras Central): At the outset, let me pay my compliments not only to the hon. Minister for Transport Mr. Bansi Lal, Minister of State for Railways Mr. Madhavrao Scindia, but also to the Chairman of the Railway Board, Members of the Railway Board, and staff of the Railways, for the excellent performance in the first nine months of the current year in having registered a growth-rate of 9.1% in revenue earning traffic over the previous year despite the short-fall in the offerings from the core sectors like coal and steel. This has enabled the railways to surpass the overall Budget by 2.2%. The increase in the sleeper charges at Rs. 5/- for the journey beyond 500 KM is unwanted. Take, for instance, the case of a passenger travelling from Madras to Tirunelveli, 649 KM. He

reaches Madurai 492 KM. by 5 AM and it is very ironical for him to pay extra Rs. 5/- for his journey after 5 AM. This levy is totally unwanted. I request the hon. Minister to withdraw it. I am pleading for the posting of a Chief Administrative Officer to the Madras Rapid Transit Railway Project. From the inception of the Organisation in 1971 till 1976, when the Project was doing only survey work and the other works, it was headed by a Chief Administrative Officer only. But when the actual project work has commenced, it is headed by a Chief Engineer, an Officer of a lower rank. I would still appeal to reconsider the decision and post a Chief Administrative Officer who can independently take decision for the speedy execution of this project.

The Railway Ministry has lost its separate identity when the Cabinet rank Minister for Transport has been created. In order to pay dividend, an increase of Rs. 76 crores has been proposed by Minister of Railways leading to a surplus of Rs. 7 crores. This increase in fares is not at all warranted at this present juncture when the Government of India wants to conserve the use of petroleum products, the hike in fares will divert public to resort more to road transport only. For example, the fare in the case of road transport from Madras to Trichi is Rs. 27.20 p. and the fare in the case of railways is Rs. 30/-. With the present increase in fares of railways, public has to pay Rs. 2.80 p. more to go to Trichi from Madras. This will definitely increase the consumption of diesel or petrol, as the case may be. One train from Madras to Trichi will carry roughly 900 persons and if it is done by road transport, it will require at least 17 buses. By this, the consumption of petroleum products will increase two-fold which goes against the stand taken by our hon. Prime Minister and the Finance Minister. If you want to conserve the use of petroleum products, you should have reduced the fares charged by the railways whether it is mail, express or passenger train. You are adopting double standards in the increase of fares.

Coming to the provision of funds for on-going schemes in Southern railway, particularly in Tamilnadu, the amount of

Rs. 4 crores allotted to Madras Rapid Transit system is not at all adequate and at least a sum of Rs. 20 crores should have been made to see that this Project is completed in the next five years. At the present rate, I fear, that this Project will not see its end even after the completion of the 8th Five Year Plan. Perhaps, this Project is also slated for the 21st Century ! Even the Karur-Dindigul-Tuticorin line is also limping. With a demand of Rs. 28 crores for this year, only a sum of Rs. 3.5 crores has been allocated. The electrical multiple units at Madras city from Madras beach to Tambaram had also reached saturation point. Adequate units are to be added immediately but no provision has been made in the Budget.

Another need of Madras city is the circular railway line but railways had not made any attempt to do anything in this direction. At least, the line between Villivakkam and Annanagar, Arumbakkam should have been taken up in the current year. The railway line between Chenglepud-Kanjeepuram-Arakkonam is not utilised fully on some pretext or the other. So also the line between Katpadi-Thiruvannamalai-Villupuram-Tirunelveli-Nagarkoil-Kanyakumari-Trivandrum. When the question of provision of funds for ongoing schemes or for new schemes to be taken up in Tamilnadu came up, there is a stock reply that there is no fund available. Why this discrimination ?

Coming to the welfare of the employees of railways, I wish to bring to your notice the following points :—

(i) The revision of pay scales and seniority of Store Issuers/Material Checkers of Loco, Carriage and Stores Department of Perambur Complex is dragging on for the past 30 years without any solution ;

(ii) There is discrimination in the scales of pay given to the 'B' Group officers in Railways, between promotees and direct recruits even though they are doing the same volume and type of work. This is pending ever since 1947.

(iii) There are 96 khalasis working

in EMU Unit at Tambaram for many years but they are not made permanent.

(iv) There are a lot of grievances put forth by the employees in ICF, Loco Works, Carriage Works, Golden Rock Workshops at Trichi and Podanur. But they are not being attended to by the Administration effectively.

This problem is continuing without any solution for the past many years. Recently the Railway Board had passed an order in October 1985 that for the posts of Khalasis and casual labour the minimum qualification is ITI. I request the hon. Minister to withdraw this order and restore the status quo that existed prior to October 1985.

The railway quarters in Thiruvannamalai are facing an acute water scarcity. Instead of taking action to undo the sufferings experienced by its own employees the administration has transferred some employees and intends to transfer some more since it is stated that they have brought to the notice of an M.P. their sufferings. Is it a crime for the employees to bring to the notice of an M.P. their legitimate grievances after exhausting all the avenues at their disposal ?

The porters and canteen workers of railways should be departmentalised like that of the employees in the Civil Aviation Department and given the benefits of regular employees of railways.

Regarding new schemes to be taken up, I would like to draw the attention of the hon. Minister for Transport the need to make a beginning in the circular railway line, that is, the Villivakkam-Annanagar-Arumbakkam line which will displace the use of about 100 trips in this sector of the road transport which is already choked. If there is a will, there is a way. If the hon. Minister orders, this line could be got ready within six months and it will save the much-needed foreign exchange by reducing the consumption of petroleum products used by the buses.

Another thing is the need to provide funds for the sub-way connecting the new railway station coming up opposite the

Dr. A. Kalanidhij

new airport terminal at Meenambakkam. The distance is only 100 metres but the road is a national highway which is busy through out day and night. Hence I request the hon. Minister to consider this and do it without any delay.

With these few words, I thank you.

[Translation]

CH. SUNDER SINGH (Phillaur) : Mr. Chairman, Sir, this is my first speech in the Budget session, 1986. A splendid Railway Budget has been presented by the hon. Railway Minister who himself is a goon person. But in my view, Shri Bansi Lal has not been able to effect improvements in the railways in conformity with his dominant personality. The Government officials used to be scared of his towering personality, but that type of situation is yet to be seen in the Railways. The officials do not have any sense of fear so far, I do not know why is it so. Similarly, our Minister of state is also a very nice and wise person having a calm composure. But Choudhary Bansi Lal has not lived upto our expectations so far.

First of all, I would like to draw your attention to Jalandhar-Gurdaspur railway line. In view of the increasing traffic on that line, there is an urgent need to convert it into a double line. There has been a tremendous increase in the population there and the condition of the train services is miserable. Now a days the people prefer to travel by bus instead of a train. When they travel in trains, insanitary conditions prevail there. If you happen to travel from Amritsar to Pathankot in a first class compartment, you will find it in a very bad state. Apart from insanitation, you will find that seat covers are either missing or torn and that is why people prefer to travel by bus. When this is the condition of first class, you can very well imagine what would be the state of affairs in the second class. During the British time, it was quite common to hear hawkers shouting water for *Hindus* or water for *Muslims* but now even drinking water is not available to the passengers. You may kindly provide two milk booths at every railway station, if you consider it appro-

priate, so that the passengers could get milk if no water is available. I want that Choudhary Sahib should pay adequate attention to it. Today, if somebody wants to have tea he would not get it. Suppose, somebody wants to have tea without sugar, that too is impossible because he will have to order a full breakfast which costs at least Rs. five. Therefore, I want that you should pay attention to this also. So far as railway catering is concerned, I would like to point out that it is not functioning properly. It is because of the contractors who are handling it. The catering service should be entrusted to the cooperative societies or to the local people. If this is done, quality food can be ensured and everything will be systematic.

I have one point regarding the availability of newspapers. Generally all the newspapers are not available at all the railway stations. Therefore, I would request to ensure it as well.

Ever since Chaudhary Sahib (Shri Bansi Lal) took charge of the Railways, there has been improvement in its working but it is not to the desired extent. The reservation charts are not displayed at all the railway stations. I would like that these charts should be displayed well in advance to reduce inconvenience to passengers. Chaudhary Sahib has not been also to instil fear of administration in the mind of railwaymen. It would have further improved the situation.

In fact improvements have to be made in the working of Department of Railways which requires co-operation from all of us, but the question is, how? The situation in Punjab is going from bad to worse day by day. There is danger to life and property of the people. The people do not feel secure there. In these circumstances the question of bringing about improvement in the Railways can be considered only when efforts are made to solve the biggest problem. With these words I express my gratitude for the opportunity given to me.

17.03 hrs.

[MR. DEPUTY SPEAKER
in the Chair]

SHRI KAMMODILAL JATAV (Morena) : Mr. Deputy Speaker, Sir, I thank you for giving me an opportunity to speak. The hon. Transport Minister Shri Bansi Lal and the Railway Minister Shri Madhavrao Scindia deserve to be congratulated for excellent performance of the railway department during the last one year of their tenure. Last year there was heavy overcrowding at railway stations and people used to board the trains without tickets. But there has been marked improvement in the situation ever since they took over.

Provision has been made for the Gwalior-Sheopur narrow gauge railway line in my constituency and it would help in the development of the area. But I would like to request that if this railway line is extended 50-60 kms. beyond sheopur, it would connect Shri Shanti Dhariwal's constituency as well and thereby people of both these areas will benefit.

The hon. Railway Minister is aware that there is only one railway bridge on Chambal river at Dhaulpur and if at any time it is in danger and cannot be used, it will cause great inconvenience to the passengers travelling to Madras and Bombay. I would, therefore, request the Government to construct another railway bridge for the other railway line for the benefit of all. Besides, I want to submit that there is overcrowding in trains between Agra and Jhansi. Therefore, if a Shuttle service is introduced between these two stations it can be of great help to the people of the area.

Sanchi Express which runs between Indore and Delhi does not stop at Morena. Is this train stopped for one or two minutes at Morena on its way to Delhi and back it can be useful to the people of my area.

With these words, I thank you for giving me an opportunity to speak.

[English]

SHRI I. RAMA RAI (Kasaragod) : Sir, while welcoming this Budget, let me congratulate the experienced and dynamic Transport Minister and the hard-working

Minister of State for Railways for having presented this balanced and reasonable Railway Budget. Regarding improvement in the general working in connection with passenger facilities such as canteen, waiting-rooms, toilets, etc., these things have been discussed at length by my friends. We realise the difficulties of the Ministers in handling this gigantic railway system which is the second largest in the world and which carry almost an Australia a day in terms of passengers. Still I am trying to put forward my views and suggestions for consideration.

While new works are taken up, much is not attempted to remove the regional imbalances. This is the case with my State of Kerala. Yet, I have to thank them for having allotted Rs. 4 lakhs this year for improvement of the Railway Station in my constituency....

PROF. N. G. RANGA (Guntur) : Which is that ?

SHRI I. RAMA RAI : Kasargod Railway Station.

Sir, most of the Railway Stations beyond Shoranur upto Mangalore are the old Railway Stations created during the British time.

I am happy to know from the hon. Minister's speech about the completion of survey from Mangalore to Udipi, which is adjoining my constituency, though in Karnataka. But I hope that the words of Prof. Madhu Dandavate will not be true in this case. Prof. Madhu Dandavate had said, if I remember correctly : "Where there is a will, there is a Railway, but where there is no will, there is only a survey". We in the northern part of Kerala have a lot of connection with Mangalore. Due to lack of time, I do not go into details about the encouraging facts and figures furnished by the Railway Minister.

With a view to raising revenue for meeting the massive development requirement of this main mode of transport which is comparatively cheaper than road transport, I venture to suggest, we have to put up shopping centres, guest houses and

[Shri I. Rama Rai]

hotels in the vast land possessed by the Railways and thus create a permanent source of income at important locations.

One more point which many speakers have not touched is the safety measures in which the Indian Railways lag behind. Automatic Warning System is obligatory in the sections where the speed of the train is 80 kms. per hour or even more as in countries like North America. But there is inordinate delay in the provision of Automatic Warning System even on routes where high speed trains like the Rajdhani Express are running. The major railway accidents result, apart from loss of precious human lives, in colossal loss of railway property costing crores of rupees. As far as my information goes, a diesel or electric locomotive cost Rs. 1 crore; a broad gauge passenger bogey costs about Rs. 10 lakhs. Loss due to damage of the track, bridges, signalling equipment, etc., is often much. Apart from financial loss, the availability of rolling stock, including engines is reduced which, in turn reduces productivity and earnings. We have also frequent cases of derailment of goods wagons due to 'hot boxes', particularly on the sections on which movement of heavy commodities like coal or steel products takes place. Such derailment not only causes heavy loss due to damage of rolling stock and track, but it also throws the entire traffic on the section out of gear and affects the safety of other trains. To get immediate warning of a 'hot box', other countries have been installing 'hot box detectors' extensively for the last several decades. We have yet to progress in this field.

My friends have already touched about the recent running over of the train in which more than 27 people expired at Tellicherry.

On the line beyond Shornue upto Mangalore a lot of over bridges are required. The public is in difficulty and have to take circuitous route in reaching their destination which is on the other side of the railway track. Paucity of funds stands in the way of construction of the railway bridges. As an experimental measure I

suggest to construct one or two important railway over bridges by collecting toll collections and mobilising funds in that way. I suggest one such bridge to come up at a place called Pilicode near Trikarapur in my constituency. I want to apply your mind to connect distant corners of the country with the country's capital. I want to suggest that cutting the running time and at the same time speeding up the trains should be done; but the present railways which are not picking up time can provide good stoppings at some of the important stations like a place called Payyanur in my constituency where a Naval Academy is going to come up.

My State is denied of a Coach Factory at Palghat. One humble representation I would like to make to the hon. Minister is that Kerala is having a large number of unemployed educated youth. In providing jobs in these factories, opportunities should be given to the unemployed youths from all parts of the country, whether the factory is in Punjab or Kerala. The "Sons of the Soil" theory should not be encouraged in the interest of the country's unity and integrity.

DR. DATTA SAMANT (Bombay South Central) : I will talk regarding the railway problems in Bombay. I think about 25% revenue is coming from Bombay to the Government. I am inviting the Hon. Minister Shri Bansi Lal to come to Bombay as our guest and not as a guest of the Government. In Dadar, between 5 to 7 p.m. if he enters the train I will felicitate him and garland him.

In the last 30 years the passenger population has gone up five times; but the Government and all our machinery could not manage even two times of it. The average capacity of the train is 1800; but at least 5000 to 6000 passengers travel sitting on the roof of the train at the cost of their lives.

Bombay is developing like anything. What is the attitude of the Government towards Bombay? I have talked many times in this House that though you are getting Rs. 3000 crores revenue from Bombay, the Government is always negligent towards Bombay. Whatever you are going

to spend for Bombay, you will get more returns. That is the situation in the country.

I am suggesting some of the things. I think, about ten lakh passengers travel from Dadar area. One train must originate and terminate from Dadar. That is the suggestion made by the Government's Committee. It can be easily done at the Iceland terminal where some buildings are being constructed. By spending about Rs. 8 crores to Rs. 10 crores this arrangement should have been made long back. There are a few more things which I would like to suggest. In the Western and Eastern suburban areas of Bombay, in the harbour at Bandra there is already a crossing. Without spending anything, you can run a train through the Central Railways, so that the whole crossing load towards Dadar can be reduced. Nobody is prepared to consider such a simple thing !

From Westend, Churchend to Central Railway all load is coming to Dadar, from all the sides. From Bandra to Kurali the whole land belongs to the Government. You need not spend a single naya paisa for acquiring that land. I am making a categorical statement. It is a 5 kms. distance. The only thing is that it is a creek. So, by spending a few crores of rupees that link can be done. The Government had never considered to do it from Bandra to Kurali.

There are certain other things, which has already been said by hon. Member Gholap. We have already spent Rs. 50 crores on Diva-Vasai railway which is existing for the last four years. Two goods trains pass. That is used for the passenger. Hon. Member Gholap also has said on this issue. The whole load can be transferred.

Another thing we are quite bitter about is the Mankhurd-Belapur railways. It is a 17 kms. railway. The Government has already given an assurance on this. The population of Belapur has already gone upto more than 10 lakhs.

All these coal depots, steel depots and markets are being shifted to new Bombay.

The Railway Committee has recommended that this Mankhurd-Belapur railway line is a must because Bombay is developing. I am not saying that Government may spend all this amount of Rs. 100 crores at one time. Maharashtra Government is prepared to spend a good part of the amount. The whole expense will be on the Thane Creek and that revenue can be recovered by taking some more tax from the public.

Sir, I really feel sorry and I would like to mention that the hon. Prime Minister at the meeting at the Maidan in connection with the Centenary celebrations had categorically promised to the public that he will get completed this Mankhurd-Belapur project in this year. This project has been pending for the last five years. In this year's budget you have sanctioned only Rs. 10 lakhs. We are quite bitter on this issue.

The second point I would like to mention is that the general recovery from any railway route is between 10-12 per cent whereas if you lay this railway line the recovery will be about 20 per cent. The money which you will be spending on this railway line will get recovered in about 5-6 years. Even the Maharashtra Government is prepared to contribute but if after such a promise given by the Prime Minister to the 4 lakh people you are withdrawing it, then I strongly protest against such type of things done by the Government.

There are two or three more points. In Bombay, at present the ticket fare between two stations is one rupee. This is too much. The distance between some of the railway stations is only 2,3 and 4 kilometers. So, I request you to reduce it to 50 naya paise. While making it Rs. 1 the reason given by the Government was that there was shortage of coins. Since there is no coin shortage at the moment let, it be made 50 naya paise and multiple of 50 naya paise. That way you will be recovering a lot of money from Bombay. Therefore, I suggest that 50 naya paise ticket should be introduced.

My next suggestion is that Carnac-Bunder goods depot should be taken over. This will help in expanding the VT station

[Dr. Datta Samant]

by making the double platform. Some private vested interests are objecting to this. If that depot land is taken over, then double platform for loading and unloading of the trains would be possible. The number of rakes in the trains can also be increased. So, I request the Government to consider the same.

Lastly, I would say that Dadar terminal is a must and should be implemented. Although I have a lot of other suggestions to make concerning Railways, yet as the time at my disposal is short, I conclude by saying that Bombay is becoming India as passengers from all over India are coming to Bombay and if you can make some improvement then the returns will be fantastic.

SHRI N. DENNIS (Nagercoil) : Sir, while supporting the Railway budget I want to make some points. Responding to the constraint of time, I am going straight to the local problems. The most important project that is catching the attention of Tamil Nadu is Karur-Dindikul-Tuticuran railway line. This time also the allotment for this railway line is very low. This is a matter of disappointment to the people of Tamil Nadu. Several organisations and public have been submitting representations that this project be completed within a short time but by this tone of allotment of funds it will take even more than a decade to complete this vital project. Such enhanced allotment of funds has to be made for this project. For the development of Tamil Nadu, Tuticuran port and neighbouring backward areas the completion of this project is very important.

Another point regarding my constituency but of wide general interest is that Kanyakumari has to be provided with more number of direct Express trains. Now, there are only two Express trains starting from Kanyakumari.

Sir, Kanyakumari is a very important tourist centre where thousands of national and international tourists are visiting daily. To promote national integration, this place should be linked with more and more express trains from different points of the

Country. But, Kanyakumari is discriminated against and neglected in so far as Railway net-work is concerned. Instead of providing more and more direct Express trains connecting various State capitals and other places with Kanyakumari, the trains which have hitherto been running from Kanyakumari railway station have been cancelled. In this way, injustice is done to Kanyakumari. Now, there are only two direct Express trains running from Kanyakumari, that is, 82 Kanyakumari-Bombay Jayanti Janata Express and Jammu-Tawi Kanyakumari Himsagar Express Train. Cannanore Express, that was, running between Kanyakumari-Cannanore and Island Express running between Kanyakumari and Bangalore have been stopped very recently, at Trivandrum. Extension of Train Numbers 19 and 20, that is, Madras-Trivandrum Mail to Kanyakumari has been notified in all the dailies in 1982 and included in the Railway Time-Tables too. But at the last minute, it was decided not to extend those trains upto Kanyakumari. Similarly, Sir, Assam-Trivandrum and Ahmedabad-Trivandrum Super-fast trains which were scheduled to run upto Kanyakumari, did not materialise. To promote national integration, it is very essential that Kanyakumari should be connected with more and more direct Express trains from different parts of our country. The distance from Trivandrum to Kanyakumari is only 85 kilometres. Now, Kanyakumari terminus remains under-utilised for want of incoming trains compared to Trivandrum Central which is very much congested with passenger boggies, goods wagoons, engines, etc.

Sir, trains 81 and 82 Kanyakumari-Bombay Jayanti Janata and other Express trains should be stopped at Eraniel Station. This station is located very close to Indian Rare Earth's factory, Manavalakurichy, Colachel harbour, International Cancer Centre and the famous Neyyoor Hospital and other thickly populated places. In Trivandrum Division, Tamil Nadu part of it is discriminated against and neglected. High level platforms should be provided at Palliady, Veesani Aloor, Nagercoil town, Suchindrum, Thamarakulam and Agasteeswaram. Eraniel station should be provided with a second platform.

Sir, I would again submit that discrimination is shown to this part of the country in the allotment of reservation quotas too and that quotas have to be enhanced in the Kanyakumari, Nagercoil and Kuzhithurri Stations. I would, therefore request the hon. Minister to consider increasing the reservation quotas at these stations. The demand of the people of this part of Trivandrum division for opening new stations or at least sub-stations at Thengankuzhy, Parvathipuram and Ozhukinacherry in the Trivandrum-Kanyakumari Railway line, has to be considered with early favourable orders. Development and improvement work of Nagercoil Station which has been pending for a long time should be taken up immediately and the construction of staff quarters for the railway employees also which has been pending for a long time has to be taken up and executed very soon so that the staff members are given the housing accommodation.

Sir, Colachel harbour should be linked with Railway line. Electric train service has to be put into operation between Ernakulam and Kanyakumari as the areas in between these two railway stations are thickly populated thereby quick movement of passengers is possible. Sir, establishment of some railway factory, either a coach factory or Railway workshop may be considered for Kanyakumari District which is a backward area in this part of the country. With these words, I support the Railway Budget.

[*Translation*]

SHRI RAM PYARE PANIKA (Rabertsganj) : Mr. Deputy Speaker, Sir, at the very outset, I would like to congratulate the hon. Transport Minister, the Railway Minister and the Railway Board for creating a record not only in goods traffic but in other areas as well, despite our limited resources.

Remarkable work has been done in the area of safety also. As a result of this, the rate of accidents has declined by 2.7 per cent. Facilities have also been created which would create confidence among the people and they would feel that good work is being done. The most

important aspect is that the Railways have been able to gain people's confidence during past few years because of the all round development in the department. Food packed in aluminium foil has been introduced in 14 trains and it has become very popular. An increase of 23 per cent has been registered in this regard.

[*English*]

This should be extended to every train, specially to the Superfast trains.

[*Translation*]

All these facilities have been provided and the operational efficiency of railways has also improved, though the coaches are still old.

Our area is served by two railway zones viz., the Northern Railway and Eastern Railway. IRCON located in Anpara is functioning smoothly. It has earned good profit and saved precious foreign exchange. It has done construction work in Iraq also. Similarly, RITES, which is also a Railway undertaking has done commendable work as compared to other Government Undertakings which are engaged in construction work. I am sure that the new climate that has been created in the Railways will bring further improvement in its working.

Mirzapur is an Adivasi district and an industrial area also. In view of limited resource I would suggest that some of the trains should be extended. For instance, the train between Chandigarh and Hatia should be run daily because it links Chota Nagpur and Mirzapur and it has been a long standing demand of the area. Besides, I demand that the passenger train running between Chopan-Chunar-Mirzapur be extended to Shaktinagar which is 3-4 stations ahead of Chopan. This will not involve any additional expenditure whereas it will provide convenience to the Adivasi workers working in that coal belt. Similarly, the Gadwa—Chopan-Chunar passenger train should be extended to Varanasi via Junathpur. You are well aware that Allahabad is overcrowded. Therefore, the Mahanagari Express should be diverted to Katni via Chunar and Chopan. This would enable many backward and industrial areas to be linked with Bombay. Similarly, the passenger train between Allahabad and Chunar should be extended to Varanasi. This would give

[Shri Ram Pyare Panika]

satisfaction to the people and help in increasing the railway revenue. Mirzapur is an important industrial, cultural, historical and religious centre and so is Chunar. Therefore, except Rajdhani Express all the trains which run between Delhi and Howrah, should stop for at least two minutes at these places. This would benefit the people and increase railway revenue, Renukot station is a big one but the shed on the platform is very old. There is no other shed at the station. This is causing great inconvenience to the people. Therefore, two more sheds should be immediately constructed and terminal facility should also be provided. The quota of reserved seats from Renukot should be increased in all the classes viz., first class, ACC, and second class because most of the passengers board the train at this station. The absence of a reasonable quota breeds corruption. I also insist that sheds should be provided at Chopan and Robertsganj railway stations. The ARDM is stationed at Chopan and in this connection I would like to say that because of some dispute between Singrauli and Chopan a division could not be opened at Chopan despite all the facilities being available.

[English]

Infrastructure has already been created in Chopan. Land has already been acquired.

[Translation]

Buildings have also been constructed. This would not involve any major expenditure but on the other hand a lot of improvement will be brought about in the Railways. Mughalsarai and Dhanbad bear much burden of the Railway traffic. As such it is necessary to open a division at Chopan. The A.D.R.M. should be replaced by D.R.M. In the absence of D.R.M. a lot of administrative difficulties arise. The incidence of ticketless travelling between Chopan and Gadwa is very high. It should be checked with a firm hand.

Proper security arrangements should be made for the running staff like conductors and T.T.E. The Railway Protection Force is, of course, there but they do not extend the required cooperation. As they are

on deputation so they do not work properly. They should be under the administrative control of the Railways. The D.R.M. should have direct administrative control over them. The private catering contracts should be terminated and instead departmental arrangement should be made.

There are a number of grievances in regard to the people belonging to the Scheduled Castes and Scheduled Tribes in the Railways. You are an able and strong Minister. If the quota in categories I, II and III is not filled in your tenure, then when will it be filled. The same condition is prevailing in regard to their promotion. I am not casting aspersions on any official but I would like to say that when the promotion of Scheduled Caste and Scheduled Tribe employees falls due, their character roll is spoilt 6 months in advance.

I would like to place before you a case of a tribal woman from Ranchi who is working in Delhi. Her promotion was due. Adverse entry was made in her character roll. She was to be conveyed these remarks in April but they were conveyed to her much earlier. As per the remarks made in the character roll she should have been dismissed. This is the condition prevailing there. I would like to demand that quota in every category in respect of Scheduled Castes and Scheduled Tribes should be filled and the rules framed by the Home Ministry or your Ministry should be followed strictly.

The Railways have made progress in every sphere. That is why the opposition has nothing to say. I still remember the reaction of Prof. Madhu Dandavate. I recall that during his tenure the Railways were experiencing shortage of coal and the functioning of the management had become unsatisfactory. Today we can say with pride that the performance of the Railways is far better. Anything can be said for the sake of criticism. The people of India are very happy with the Railways. I would like to express my thanks for it. The concession in fares granted to the youth upto 250 kilometres should be extended upto 500 kilometres. The reservation charges for the second class should be reduced.

*SHRI GOPAL KRISHNA THOTA (Kakinada) : Mr. Deputy Speaker, Sir, ever since India became independent in the year 1947, the Indian Railways had been incurring losses year after year. It is a well known fact. But in recent days the situation seems to be somewhat improving. Public sector undertakings under the management of Railways like Indian Railway Construction Company and Rail India Technical and Economic Services, popularly known as IRCON and RITES, are doing exceptionally well. They are earning substantial foreign exchange for us. Algeria, Cuba, Ghana and Iraq have been benefitted by the services of these organisations.

The reputation of Indian Railways is quite high abroad. But it is unfortunate to note that the Railways have not been faring well within the country. A lot has to be done by the Railways to earn the goodwill of the people. Railways have responsibility of providing better services to the people. In my State, Andhra Pradesh there are many stations which do not have covered platforms. There is no shelter for the people who are exposed to the unbearable heat in summer and also to downpour in the rainy season. The expenditure involved in having covered platforms will not be much and so, the Railways should provide them as early as possible.

Kakinada is fast becoming an industrial centre. Two major fertilizer factories are under construction there. Besides, the Government are taking all steps to convert Kakinada into a major port. Such an important town like this is not connected with the main Railway line. This town can be linked with the main line by constructing just 5 Kms. long track. I request the hon. Minister to link Kakinada with main line by constructing a 5 Km. line immediately. It will benefit business men and thousands of other.

Sir, there are many smaller towns between Visakhapatnam and Kakinada. These towns are business centres and also

are developing industrially. Though the Express trains like 45 Up and 46 Down run through this route, they do not halt at these towns. People in these towns have been requesting the railway authorities to introduce a fast passenger train between Kakinada and Visakhapatnam. But so far no such train has been introduced so far. Hence I request the hon. Minister to intervene in this matter and see that a fast passenger train is soon introduced between Kakinada and Visakhapatnam.

Sir, Kaki-Kotipalli line was in operation during pre-war days. But it has become a dead line subsequently. Kakinada is a port town. Fish and other marine products are exported from here. Hence reviving the Kakinada-Kotipalli line will go a long way to meet the needs of the people in this area and also give a boost to our exports. I hope the hon. Minister will take steps to revive this line.

Yenam, a part of Pondicherry Union Territory is in Andhra Pradesh. It is very near to Kakinada. Yenam is predominantly a Telugu area. But there is no railway link between Kakinada and Yenam or to any other town in my State. I take this opportunity to request the Government to merge Yenam with Andhra Pradesh or provide a railway link.

Many people belonging to Northern part of Andhra Pradesh, comprising of Srikakulam, Vizianagaram, Visakhapatnam, the East and West Godavari districts come to New Delhi every day. There is no direct train from this area to New Delhi. There has been a long standing demand from the people to introduce an Express train from Visakhapatnam to New Delhi via Vijayawada. But nothing has been done to introduce the train so far.

PROF. N. G. RANGA : Via Vijayawada.

SHRI THOTA GOPALA KRISHNA : Yes, Sir, Via Vijayawada. So, I request the hon. Minister to take steps to introduce an Express train between Visakhapatnam and New Delhi via Vijayawada immediately for the benefit of the people from Northern Andhra Pradesh.

*The Speech was originally delivered in Telugu.

[Shri Thota Gopala Krishna]

Sir, now we have three types of locomotives namely steam, diesel and electric locomotives in operation. But the electric locomotion is the cheapest. Hence effort should be made to electrify all the routes in the country. I request the hon. Minister to take up electrification of Vijayawada-Visakhapatnam line on priority basis.

Waltair comes under South Eastern Railways. I request that Waltair may be brought under South Central Railway.

Finally I request the hon. Minister to take steps to provide a circular railway in Hyderabad city.

Sir, I do not support this budget. I conclude my speech thanking you for giving this opportunity to speak.

[*Translation*]

SHRI C. P. THAKUR (Patna): Mr. Deputy Speaker, Sir, I would like to congratulate the hon. Railway Minister for converting the deficit Budget into a surplus one. This proves that if proper attention is paid towards the public Sector it can yield results. Out of the gross revenue of Rs. 980 crores shown by the Railway Department in the Budget, half of it has accrued from the increase in the freight rates and the rest is the result of the efficiency of the Department. Had more attention been paid towards efficiency there would not have been the necessity of increasing freight. If the Railways take more safety measures to ensure the safety of life and property of the passengers, if incidence of theft and pilferage is checked, if trains run on time and if more facilities are given to passenger then the practice of converting the deficit Budget into a surplus one by resorting to increase in freight rates will come to an end. The Railway Department has also shown that the number of accidents has been reduced this year. While presenting the Budget before Parliament, it should have been mentioned that it is a statistically significant number. By merely giving a number, it is not possible to make out anything. Some days back our Prime Minister had said during the Congress Centenary Celebrations that

Government would accelerate the pace of development and would follow this policy. Does the Railway Department think that people will travel in the passenger trains and not in express and mail train because the fares of the express and the mail trains have been increased? If the people of Patna want to see the hon. Railway Minister, they will have to pay more fare and sleeper charges. Therefore, I would request the hon. Railway Minister to reduce the sleeper charges.

Sir, Bihar has a number of grievances in regard to the railways. The people of Bihar are looking most eagerly to the Railway Department for solving their problems. The Railway Department may be aware of the agitation that took place in North Bihar. There has been demand for a long time for the construction of bridge across the Ganga river. It is very necessary for the development of North and South Bihar. I would request the hon. Minister to take up the matter on priority basis. The Ganga-Cauvery Express and the Mahanagari Express should be extended upto Patna. The industrialists of Bombay and Madras do not want to set up industries in Bihar because no proper train service is available. Railway crossings should be constructed at Ranipur Khirki, Begampur and Bankaghat. The people of Ranipur Khirki have been agitating in support of their demand since 1952. This work should, therefore, be taken up at the earliest. Railway crossings should be provided at Patna, Gaya and Kurthol railway line. A large segment of Eastern Railway lies in Bihar but its headquarter is not situated there. It is necessary for the development of Bihar that the headquarter of Eastern Railway should be established in Patna. The main line between Mughalsarai and Asansol should be electrified at the earliest, Jamalpur Engineering Institute is in existence since the time of Britishers. The graduates of this Institute used to be recruited in the Railway Service. Graduates of this Institute also became Members of the Railway Board. The Railway Department is going to close it. That college should be reopened and the workshop should be modernised. The graduates turned out by this Institute used to be very able and as such it is necessary to

open this college. Certain railway lines are very necessary for the development of Bihar namely: Jasidih-Rampurhat *via* Dumka railway line, Darbhanga -Samastipur broad gauge railway line; a passenger train should again be started from Digha to Patna; Fatwa-Islampur and Arrah-Sasaram light railway line should be converted into broad gauge line and commissioned; to establish rail link between Sakari-Hasanpur-Muzaffarpur- Sitamarhi; to link the district head-quarter with Chota Nagpur; to provide, waiting rooms at Hazaribagh, Dumka, Giridih, Ranchi & Duba stations of North-Eastern Railway for the facility of passengers; and to complete the Barwadih-Sarnadih (Sarguja) railway line which is incomplete. A newspaper has published an article on this Subject :

*Gulam Bharat ki adhuri rail yojana
azad Bharat mein dam to.h rahi hai*

(Incomplete rail project of the pre-independent India is languishing in free India) I would request the hon. Railway Minister to expedite the construction of the railway bridge in Patna. With these words I conclude.

SHRI MANOJ PANDY (Bettiah) : Mr. Deputy Speaker, Sir, I rise to support the Railway Budget for 1986-87. The Railway Minister deserves our thanks for presenting a rational Budget this year showing his farsightedness. I would like to draw the attention of the hon. Minister through you to the North-Eastern Railway. A number of members have spoken about the Bagaha-Chhittauni railway bridge project prior to me. At page 56 of the booklet, Machinery works 1986-87 part-I, supplied to us it has been mentioned that about Rs. 4.50 crores have been spent in the laying of 28.41 kilometre railway line under Bagaha Chhittauni rail link restoration programme and last year a provision of only Rs. one thousand was made for it and this year also only Rs. one thousand have been provided for it.

Our area is a junction of eastern Uttar Pradesh, north Bihar and Nepal. The Gandak river flows through it. There is a distance of 28.41 kilometres between Bagaha and Chhittauni for which you have made such a meagre provision. In the year 1973-74 the late Prime Minister

Shrimati Indira Gandhi had laid the foundation stone of this bridge and at that time the cost of its construction was estimated to be Rs. 61 crores. Out of it, the Bihar Government had to contribute Rs. 7.5 crores and the Uttar Pradesh Government had to contribute Rs. 10.5 crores. To my knowledge, the Chief Ministers of both the States have made provision for it in their respective Budgets. I would, therefore, request the hon. Railway Minister that when the state Government of Uttar Pradesh and Bihar have agreed to contribute their respective shares for this important project and have also made provision therefor in their respective budgets, the Railway Minister should have made the necessary allocation in this financial year for it. It is also because the area is very backward and this is the only means to connect North Bihar and the East Uttar Pradesh with Nepal. Except this there is no other road or any other means of communication. There is no other bridge on Gandak river. Therefore, keeping in view the importance of the project, I emphatically demand from the hon. Railway Minister that attention must be paid towards this. I had raised this issue in the Consultative Committee of Ministry of Railways also and an assurance was given to me that if both the State Governments agree to contribute their shares, necessary provision can be made. I would, therefore, request that when both the State Governments are ready to pay their shares, the Railways should also come forward to contribute their share.

Secondly, I want to draw your attention towards negligence being shown to the railway doctors. Nowadays doctors are appointed in the Railways on *ad hoc* basis. Sir, I am myself a doctor and in this august House many doctors both from Opposition Parties and from this Party have been elected as Members and we all are of the same opinion that the salaries paid to the *ad hoc* doctors in the Railways are a matter of shame for all of us. As compared to other doctors they are paid very less and it will not be an exaggeration if I say that Railways doctors are being exploited. I also regret that not a single word has been said in this regard by any of the

[Shri Manoj Pandey]

Minister to date. It is a very wrong thing. There is a separate engineering section in the Railways and at one place you have written that you have 107 hospitals, the biggest cancer institute, the best open heart surgery hospital. With such good facilities if doctors are exploited, then I would like to know whether this has been brought to your notice that the doctors are appointed on *ad hoc* basis. It is a very important matter. More than 550 persons went to UPSC and held demonstrations there and only then some regular appointments were made. But Sir, it has come to our notice that in that appointment also these people have not been protected. Will the doctors who have put in 10 to 15 years service in *ad hoc* capacity be able to get service anywhere else at the age of 40 or 45? I, therefore, demand from you that some leniency should be shown to them also so that they too can say that they are railway employees. It is beyond my comprehension why you favour the engineers and ignore the doctors.

Mr. Deputy Speaker. Sir, Muzaffarpur-Bagha and Muzaffarpur-Raxaul lines are metre gauge lines. Survey for converting them into broad gauge lines has been completed. Therefore, through you I request the hon. Minister that he may study the survey reports for these two lines and provide us the broad gauge line. Thanks.

[English]

SHRI KADAMBUR JANARTHANAN (Tirunelveli) : Mr. Deputy-Speaker, I thank you for the opportunity given to me for taking part in this debate on the Railway Budget. Let me thank the hon. Minister for not increasing the freight charges and also the passenger fares.

I have to inform the hon. Minister through you, Sir, that we the Members of Parliament from Tamil Nadu, are receiving wires from various parts of Tamil Nadu to pressurise the Central Government for ensuring allotment of more funds for the Karur-Dindigul-Tuticorin broad gauge line.

PROF. N.G. RANGA : Which line?

SHRI KADAMBUR JANARTHANAN : For the Karur-Dindigul-Tuticorin broad gauge line. Therefore, I submit that the people of Tamil Nadu are of the opinion that as we are not demanding more funds from the Central Government, with full pressure, the Central Government is hesitating to allot adequate funds for the long pending project. Even last year you have allotted only Rs. 3 crores and in the supplementary budget you have allotted Rs. 1.3 crores just to keep the project alive. I am sorry to submit that if the pace of allotment of funds continues like this it will take us up to 2000 AD for the project to be completed. I, therefore, submit that this allotment of Rs. 3.8 crores is very meagre, that too in this surplus budget. I, therefore, request the hon. Minister to allot not less than Rs. 25 crores so that this important railway communicating line can be completed, because it will boost the industrial growth and also thereby help in solving the employment problem of Tamil Nadu.

Sir, after the flood havoc in November at Madras, the whole traffic in Tamil Nadu is jeopardised. Fifty per cent of the express trains, important express trains like the Vaigai Express, Pallavan Express and Sethu Express, as also the Janata Express have not been running yet. This is causing a great difficulty for the entire travelling public of Tamil Nadu. At the same time, I have also to mention that the private bus operators are hiking up their fares, and thus causing some more hardship to the public.

In the Madurai Division, from Tuticorin to Madurai, only passenger trains are running.

From Page 13 of the Railway Minister, budget speech, it is seen—from the first three lines—that he has slightly increased the mail and express train fares, so that passengers travelling for shorter distances may choose to go by road, or travel by passenger trains, leaving more accommodation for long distance passengers. But at the same time, only one passenger train is running through all the 21 stations of Madurai Division from Tirunelveli to Madurai and from Tuticorin to Madurai, up and down. You can very well imagine

the plight of hundreds of villagers who travel between these twenty-one stations. It is, therefore, high time that the railway administration starts running another passenger train during the day time from Tuticorin to Madurai.

Even in the pre-independence days, we were having—when I was a student travelling on season tickets—three trains, the Shencota passenger that is, the Janata passenger, Madurai-Shecota passenger and also the Tuticorin-Coimbatore passenger. Now, only one passenger train is running throughout the year. Our repeated representations—in writing—to the Railway Minister have not yielded any fruit so far. Therefore, I request the hon. Minister to look into this matter.

Also, the doubling of Villupuram to Egmore is very important and unless that is done the bottlenecks in the way will not be cleared and the traffic in Tamil Nadu will not be improved.

Further, I request the hon. Railway Minister to consider a new line from Milavittan to Tirunelveli. At the moment only goods traffic is running on the line. If passenger trains also start running on the line, it will be helpful to passengers to get the Kanyakumari line. Even after running of goods train for the last eight months, the passenger train has not run on that line so far.

PROF. N.G. RANGA : How many kilometres ?

SHRI KADAMBUR JANARTHANAN : 53 kms only and the line is already there. This line is used only for two big industries—India Cements Ltd. and Southern Petro Chemical Industries. And it is not used for the people of my constituency. Therefore, I request the hon. Minister to use that line for the people of my constituency also.

There should be a broad-gauge line from Salem to Bangalore and also from Pondicherry to Bangalore. Already there is a metre-gauge line from Pondicherry to Tirunelveli. That requires conversion into broad-gauge. There is already a survey of Tirunelveli-Tirupattur via Krishnagiri,

Palcode to Bangalore. I request the Minister to take up construction of broad-gauge line on this route immediately.

I also suggest that the time table should be prepared in consultation with the DRUC Committee. Now, they are changing the time table according to their own whims and fancies. That should not be done.

To reduce ticketless travelling, those ticket examiners in whose period the ticket travelling is less, should be given incentive and promotion.

Even after my making a statement under rule 377 three months back, Vaigai, Pallavan, Sethia and Janata Expresses are not running. I request the hon. Minister very humbly that at least within April, before I go to my constituency, these trains should be re-started.

[Translation]

SHRI LAL VIJAY PRATAP SINGH (Sarguja) : Mr. Deputy Speaker, Sir, I support the Budget presented by the hon. Minister.

This Budget will benefit more than 90 per cent people because it has taken care of all the facilities. Whatever praises are showered will be inadequate.

So far as facilities are concerned, whether they relate to reservation—which has been streamlined through computerisation—or better meals—which is now provided hot in casserole packs—or checking of ticketless travelling, taking security measures or providing special quarters and hospitals to railway employees, all have been taken care of in the Budget.

18.00 hrs.

You will observe that railways are the lifeline of development. Wherever there has been development, good expansion of railways has taken place there. In this age, there has been no development of the areas where the railways have not reached. In this era, it is difficult to think of development without railways. I know that huge funds are required for the development of railways. The funds expected to

be mobilised through internal resources and public borrowings for expansion of the railway lines apparently seem to be adequate but if we look at them with a pragmatic view, these funds are not adequate. May be these are my personal views but I consider these funds quite inadequate.

Sir, you are aware that the Railways have their network of trains in an area of more than 62 thousands kms. For such a huge department it is difficult to maintain proper control with such a small amount. In view of this, more funds should be allocated for this Department. If my one submission is acceded to that in my area *niz* Ambekapur, which is a very backward area, railway lines should be expanded, I can say with certainty that this backward area will be amply developed. You are aware that the survey work of Vishrampur-Barvadih had been completed in 1984 but there has been no progress in this regard. If this railway line is constructed, our district headquarter will be covered by it. It will in itself be a big achievement and the

distance will be reduced by 200 to 300 kms.

Sir, you know that because of lack of funds, many schemes remain unimplemented. The matters which I want to bring to the notice of the hon. Minister will not involve significant financial implication. If the departure timings of the 407 train are advanced by two hours then our people will have connecting means of transport in Anuppur and Katni to go to all the directions and as a result our area will be adequately developed and if a bogie from Vishrampur to Nizamuddin is added to the Kalinga Express, people will be much benefited.

With these words, I support the Railways Budget.

18.03 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, March 6, 1986/Phalguna 15, 1907 (Saka).